

Wu, Kristine

From:
Sent: February 10, 2015 01:12 PM
To: Wudel, Stefanie
Cc: PAC, CBSA-Communications
Subject: RE: Ports series

Thanks for getting back to me. I would love Prince Rupert as well.

My stories like won't run till March, but I'm trying to get them completed over the next two weeks.

From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]
Sent: February 10, 2015 1:08 PM
To:
Cc: PAC, CBSA-Communications
Subject: RE: Ports series

Hi

We are looking into this and will get back to you as soon as possible. Are you only interested in lower mainland ports, or would you like information for Prince Rupert as well?
What is your deadline?

Thank you,
Stefanie

From:
Sent: February-10-15 11:58:03 AM (UTC-08:00) Pacific Time (US & Canada)
To: PAC, CBSA-Communications
Subject: Ports series

I am working on a series of stories related to the Port of Vancouver.

I was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

And I was also hoping to do an interview with a CBSA official on the agency's role in policing the ports areas in the region (I know you have an office at Delta Port for example, but am not clear on the other ports areas in the region.)

Please let me know when this might be arranged.

Thanks very much,

Wu, Kristine

From: Wudel, Stefanie
Sent: February 23, 2015 09:18 AM
To: Hryciuk, Mike; Pinvidic, Colleen
Cc: PAC, CBSA-Communications; Bourque, Jennifer; Linde, John
Subject: Interview Request - Vancouver Sun
Attachments: Marine Seizure Stats 2010_2014.xlsx

Importance: High

Good morning Mike and Colleen,

We have a request from the Vancouver Sun to speak to someone about marine operations.

The reporter has been working for some time now on a story about the links between longshoremen and organized criminality. She has stated she has a list of current longshoreman with direct connections to gangs/criminal past. She is looking to get the big picture of this issue and would like information about CBSA's role's at the marine port. If possible, she would like to see in action what officers at marine ports do, how they target containers, what they find, etc. She has done extensive research on this topic, and I informed her we could not speculate on internal conspiracies but only speak to our role in the marine mode.

I know Steve Johnson has accommodated interview requests like this in the past, so we would like to check in with you to see if he (or anyone else) would be available to do the interview, and perhaps a display of some of the detection technology?

We would aim to do the interview during the week of March 2.

We are in the process of finalizing the media lines and have highlighted a few areas in yellow for additional input please.

Please don't hesitate to get in touch if you would like to discuss.
Thank you,
Stefanie

Reactive Inquiry:

Reporter:
Outlet: Vancouver Sun
Phone:

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun.

Approach: Identify a spokesperson from metro to conduct a brief interview;
If no spokes is available, decline the request and provide written responses.

Questions:

1. I was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years. (statistics provide on excel spreadsheet; please note 2014 largest seizure removed due to ongoing investigation)
2. What is the Agency's role in policing the ports areas in the region?

Proposed Response: (blue text taken from previously approved lines)

A2.

Key Messages:

- The CBSA is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA is mandated to protect our borders and our country, while facilitating the flow of legitimate goods. Our officers are vigilant when it comes to ensuring that our borders are not used for illegal activities, while facilitating legitimate trade and travel.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous Ports Of Entry (POE) where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these POE's are currently managed by the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Additional information for West coast and Yukon?

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis. CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a particle accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel detection in marine operations."

What would tip off an officer to inspect a container?

A multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer.

Internal conspiracy

Although we cannot speculate, we can tell you that our officers are always on the lookout for illegal persons and goods.

When officers in the marine mode suspect illegal activity, they will engage (EID? RCMP?) to initiate an investigation. Are there cases of internal conspiracy in the marine mode that we can site?

Stefanie Wudel

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Wu, Kristine

From: Wudel, Stefanie
Sent: March 2, 2015 09:05 AM
To: CBSA-ASFC-Media Relations
Cc: PAC, CBSA-Communications
Subject: Interview Request - Vancouver Sun
Attachments: Marine Seizure Stats 2010_2014.xlsx

Hi MR –

Please find the RDG approved interview request below.

The reporter has been working for some time now on a story about the links between longshoremen and organized criminality. She has stated she has a list of current longshoremen with direct connections to gangs/criminal past. She is looking to get the big picture of this issue and would like information about CBSA's role's at the marine port. If possible, she would like to see in action what officers at marine ports do, how they target containers, what they find, etc. She has done extensive research on this topic, and I informed her we could not speculate but only speak to our work in the marine mode. This is an opportunity to speak about our operations and inform her (and the public) about the CBSA's role in protecting all ports of entry.

Chief Mike Hryciuk has offered to provide a tour of the marine operations and answer questions the reporter has about the operations. He does not want to be identified in the article, however, and we have negotiated this with the reporter. He will provide a tour and answer her operational questions; after the tour, if she has questions/needs to attribute a quote to a spokesperson, she will make this request through regional communications.

Please don't hesitate to get in touch if you would like to discuss.

Thank you,
Stefanie

Interview Request

Reporter:

Outlet: Vancouver Sun

Phone:

PROPOSED INTERVIEW DATE: March 4, 5 or 6 (pending spokesperson availability - TBC)

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site.

Visuals:

- Large Scale Imaging equipment:

- Vehicle and Container Inspection Systems (VACIS)
- Heimann Cargo Vision Mobile (HCVM)
- Tour of terminal property

Questions:

1. I was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years. (statistics provide on excel spreadsheet; please note 2014 largest seizure removed due to ongoing investigation)
2. What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

Proposed Response: (blue text taken from previously approved lines)

A2.

Key Messages:

- The CBSA is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA is mandated to protect our borders and our country, while facilitating the flow of legitimate goods. Our officers are vigilant when it comes to ensuring that our borders are not used for illegal activities, while facilitating legitimate trade and travel.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Marine Enforcement Teams (MET):

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Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis. CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a particle accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel detection in marine operations."

What would tip off an officer to inspect a container?

A multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer.

Internal conspiracy

Although we cannot speculate, we can tell you that our officers are always on the lookout for illegal persons and goods.

Stefanie Wudel

Communications Advisor, Operations Branch
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Tél. cell. : / Telec: 604-666-0830

Wu, Kristine

From: Wudel, Stefanie
Sent: March 3, 2015 03:52 PM
To: Deveau, Pierre; PAC, CBSA-Communications
Cc: Bailey, Esme; Giolti, Patrizia
Subject: RE: For review and approval Vancouver Sun interview marine seizures

Thank you Pierre!
I am fine with the changes.

On a different note I am vetting the export question through our ops as we speak.
Thank you,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
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From: Deveau, Pierre
Sent: March 3, 2015 12:24 PM
To: Wudel, Stefanie; PAC, CBSA-Communications
Cc: Giolti, Patrizia; Bailey, Esme
Subject: FW: For review and approval Vancouver Sun interview marine seizures

Hi Stefanie,

Ran the proposed messaging with the Commercial Program Directorate and they have proposed minor edits in red text below.

Can you please review and confirm if you are ok with these proposed changes?

Thanks,
Pierre

Reporter:
Outlet: Vancouver Sun
Phone:
PROPOSED INTERVIEW DATE: March 4, 5 or 6 (pending spokesperson availability - TBC)

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site.

Visuals:

- Large Scale Imaging equipment:
 - o Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - o Heimann Cargo Vision Mobile (HCVM)
- Tour of terminal property
 - No photos will be taken

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find attached the requested marine seizure statistics for 2010-2014. PAC Region to provide updated stats on drug and contraband seizures.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

- The CBSA is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA is mandated to protect our borders and our country, while facilitating the flow of legitimate goods. Our officers are vigilant when it comes to ensuring that our borders are not used for illegal activities, while facilitating legitimate trade and travel. (Recommend using language consistent with the CBSA website).
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous reporting sites where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these reporting sites are currently under the jurisdiction of the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis.

CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine

information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

The CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

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Upon arrival:

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Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for ~~also subject to sophisticated radiation portals~~ immediately after being discharged from vessels allowing the CBSA to detect elevated levels ~~search for illicit traces~~ of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel examination ~~detection~~ in marine operations."

What would tip off an officer to inspect a container?

A multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer.

Internal conspiracy

Questions regarding internal conspiracy are best addressed by the RCMP.

Pierre Deveau

Media Relations Spokesperson | Porte-parole des relations avec les médias

Corporate Affairs Branch | Direction générale des services intégrés

Canada Border Services Agency | Agence des services frontaliers du Canada

Government of Canada | Gouvernement du Canada

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Tel/Tél 613-948-3193 | Facsimile/Télécopieur 613-952-1797

Wu, Kristine

From: Wudel, Stefanie
Sent: March 5, 2015 11:50 AM
To: CBSA-ASFC-Media Relations; Deveau, Pierre
Cc: PAC, CBSA-Communications
Subject: RE: URGENT RDG Approved Revised Vancouver Sun interview marine
Attachments: Marine Seizure Stats 2010_2014.xlsx

Apologies – stats attached.

Stefanie Wudel
Communications Advisor, Operations Branch
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Tél. cell. : / Telec: 604-666-0830

From: Wudel, Stefanie
Sent: March 5, 2015 11:47 AM
To: CBSA-ASFC-Media Relations; Deveau, Pierre
Cc: PAC, CBSA-Communications
Subject: URGENT RDG Approved Revised Vancouver Sun interview marine
Importance: High

Hi MR,

Please find the regionally approved interview request below.

In light of the addition of the RCMP we have added some information, highlighted below. The RCMP have confirmed with the reporter that they will speak with her at the port **tomorrow morning between 9-9:30.**

Apologies for the quick turnaround. Please advise when you expect we will be able to confirm with the reporter.

I can share the RCMP's media lines if you would like – please let me know.

Thank you!!

Best,
Stefanie

Marine Ports Interview Request

Reporter:
Outlet: Vancouver Sun
Phone:
PROPOSED INTERVIEW DATE: Friday March 6 @ 9:00 am
Location: Delta Port

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun. The RCMP has been approached by the reporter as well, and they will join on the tour to answer questions related to the RCMP's role at the marine ports.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site. RCMP spokesperson Insp. Mike Carlson will be on site for the tour to answer questions about the RCMP's role. Chief Hryciuk has agreed to the interview on the condition that he is not identified; we have negotiated this with the reporter. Any quotes will be attributed to Director Al Morancy or Executive Director John Dyck.

Visuals:

- Large Scale Imaging equipment:
 - o Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - o Heimann Cargo Vision Mobile (HCVM)
- Tour of terminal property
- Photos: The reporter has requested photos. We will negotiate the following: photos may be taken of CBSA operations only and stacks of containers. NO photos of longshoremen or equipment. As this is a highly sensitive area, photos will be strictly controlled.

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find attached the requested drug and contraband seizure statistics in the marine mode for 2010-2014.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

- The Canada Border Services Agency (CBSA) is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA ensures the security and prosperity of Canada by managing the access of people and goods to and from Canada. Keeping Canada's border open to travel and trade but closed to crime requires the Canada Border Services Agency to manage border operations effectively.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.
- The Canada Border Services Agency routinely conducts comprehensive risk assessments and targeting, deploys state-of-the-art technology and experienced front-line officers while continually working with its partners in border security.
- Marine Security policy and regulatory development is led by Transport Canada. This responsibility is a collective effort, involving many partners including Transport Canada, the Canada Border Services Agency, the Royal Canadian Mounted Police and the police of local jurisdiction.
- The Canada Border Services Agency is committed to working together with its partners to protect security at marine ports.

- The Canada Border Services Agency is an active partner in a number of joint force initiatives that support security at marine ports including: Integrated Border Enforcement Teams (IBETs); Marine Security Operations Centres (MSOCs); and National Port Enforcement Teams (NPETs).

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous reporting sites where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these reporting sites are currently under the jurisdiction of the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis. CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

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The CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a linear accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred

for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel examination in marine operations."

What would tip off an officer to inspect a container? (revised as per HQ suggestions)

All persons and goods seeking entry to Canada, may be subject to a more in-depth examination by CBSA officials. This is a normal part of the cross-border process.

A multiplicity of indicators are taken into consideration when determining to refer a container, package or traveller for a more in-depth examination. Officers will consider many factors, including country of origin, destination, information on the declaration, and previous enforcement action.

CBSA officers use a risk-management approach to facilitate legitimate travel and trade while focusing on higher or unknown risks. Protecting the safety and security of Canadians is a priority for the CBSA. Our officers are trained in examination and investigative techniques; they use proven indicators, advance information, innovative technology and information sharing to carry out their mandate.

CBSA officers apply a risk management approach in the examination of all marine containers, ensuring the prosperity and security of Canadian business and residents. The CBSA is responsible for administering and enforcing over 90 Acts of Parliament and takes this responsibility seriously.

Here is what we can tell you about the examination process in the marine mode:

Representatives of shipping lines provide the CBSA with cargo information before containers arrive. CBSA officers review this information using a number of computerized information systems. They then apply their experience in targeting and analysis to determine whether a container should be examined for contraband. The CBSA also conducts examinations to ensure compliance with Canada's food, plant and animal regulations, including wood packaging and soil contamination.

If there are no concerns, the container will be released.

If a shipment is considered high-risk, the CBSA will contact the port and request the container be presented for examination.

The CBSA risk-assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination.

Depending on the concerns, an exam could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations.

LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Once all concerns have been mitigated, the CBSA will release the container.

If officers discover contraband or other inadmissible goods, the container will be seized.

Regarding Exports:

Most goods being exported from Canada must be reported, to ensure that exporters and carriers comply with national policies, processes, procedures, regulations and legislation related to exporting commercial goods. Additionally, the CBSA helps maintain Canada's trade reputation by ensuring that exports comply with international agreements and conventions signed by Canada.

Whether reviewing a container is being imported or exported, a multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer or exporter.

Internal conspiracy

Questions regarding internal conspiracy are best addressed by the RCMP.

Partnerships

The CBSA regularly shares relevant information on border and national security issues with its key domestic partners, including the RCMP.

The Agency is responsible for providing integrated border services that support national security and public safety priorities and facilitate the free flow of persons and goods. The CBSA contributes to cross-border security and cooperation through its participation in partnerships such as the Integrated Border Enforcement Teams and Border Enforcement Security Taskforce teams. Drawing on the expertise of and participation of partners, which include the RCMP, the CBSA, U.S. Customs and Border Protection/Office of Border Patrol, U.S. Homeland Security Investigations and U.S. Coast Guard, these multi-agency teams detect, investigate and disrupt threats to national security while deterring organized criminal activity.

Wu, Kristine

From: Wudel, Stefanie
Sent: March 5, 2015 02:38 PM
To: Deveau, Pierre
Cc: PAC, CBSA-Communications; Giolti, Patrizia; Bailey, Esme; Guibert-Wolff, Line
Subject: RE: For MO review and approval: Vancouver Sun interview marine

Oh goodness, apologies I see the stats in the body.
Thank you!

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

From: Deveau, Pierre
Sent: March 5, 2015 1:20 PM
To: Wudel, Stefanie
Cc: PAC, CBSA-Communications; Giolti, Patrizia; Bailey, Esme; Guibert-Wolff, Line
Subject: FW: For MO review and approval: Vancouver Sun interview marine

Hi Stefanie,
Approved by MO. Let us know how the interview went.

Thanks,
Pierre

From: deleRue, Jean-Christophe [<mailto:Jean-Christophe.DeLeRue@ps-sp.gc.ca>]
Sent: March 5, 2015 4:18 PM
To: Deveau, Pierre
Cc: Boisvert, Frederik; Johnson, Mark: PS / SP; Communications Issues Management / Communications Gestion des Enjeux (PS/SP); John, Joanne; Tremblay, Amy; CBSA-ASFC-Media Relations
Subject: RE: For MO review and approval: Vancouver Sun interview marine

OK

From: Deveau, Pierre [<mailto:Pierre.Deveau@cbsa-asfc.gc.ca>]
Sent: March-05-15 4:14 PM
To: deleRue, Jean-Christophe
Cc: Boisvert, Frederik; Johnson, Mark; Communications Issues Management / Communications Gestion des Enjeux (PS/SP); Joanne John; Tremblay, Amy; CBSA-ASFC-Media Relations
Subject: RE: For MO review and approval: Vancouver Sun interview marine

Bonjour Jean-Christophe,
Following up on this request. Please advise if any concerns.

Thanks,
Pierre

From: Deveau, Pierre
Sent: March 5, 2015 3:16 PM
To: Jean-Christophe.DeLeRue@ps-sp.gc.ca
Cc: Frederik Boisvert (frederik.boisvert@ps-sp.gc.ca); Johnson, Mark: PS / SP; 'PS Issues (issues.enjeux@ps-sp.gc.ca)'; John, Joanne; Tremblay, Amy; CBSA-ASFC-Media Relations
Subject: For MO review and approval: Vancouver Sun interview marine

Bonjour Jean-Christophe,

For MO review and approval, please find below the proposed scenario for a Vancouver Sun interview at the Port of Vancouver with the CBSA and the RCMP, which is scheduled to take place tomorrow, Friday, March 6 at 9:00 am.

Seeking approvals for 4:00 pm today.

Thanks,
Pierre

Reporter:
Outlet: Vancouver Sun
Phone:
PROPOSED INTERVIEW DATE: Friday March 6 @ 9:00 am
Location: Delta Port

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun. The RCMP has been approached by the reporter as well, and they will join on the tour to answer questions related to the RCMP's role at the marine ports.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site. RCMP spokesperson Insp. Mike Carlson will be on site for the tour to answer questions about the RCMP's role. Chief Hryciuk has agreed to the interview on the condition that he is not identified; we have negotiated this with the reporter. Any quotes will be attributed to Director Al Morancy or Executive Director John Dyck.

Visuals:

- Large Scale Imaging equipment:
 - o Pallet Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - o Heimann Cargo Vision Mobile (HCVM)
- Tour of terminal property
 - Photos: The reporter has requested photos. We will negotiate the following: photos may be taken of CBSA operations only and stacks of containers. NO photos of longshoremen or equipment. As this is a highly sensitive area, photos will be strictly controlled.

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find below the requested drug and contraband seizure statistics in the marine mode for 2010-2014.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

- The Canada Border Services Agency (CBSA) is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA ensures the security and prosperity of Canada by managing the access of people and goods to and from Canada. Keeping Canada's border open to travel and trade but closed to crime requires the Canada Border Services Agency to manage border operations effectively.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.
- The CBSA routinely conducts comprehensive risk assessments and targeting, deploys state-of-the-art technology and experienced front-line officers while continually working with its partners in border security.
- Marine Security policy and regulatory development is led by Transport Canada. This responsibility is a collective effort, involving many partners including Transport Canada, the CBSA, the Royal Canadian Mounted Police (RCMP) and the police of local jurisdiction.
- CBSA is committed to working together with its partners to protect security at marine ports.
- The CBSA is an active partner in a number of joint force initiatives that support security at marine ports including: Integrated Border Enforcement Teams (IBETs); Marine Security Operations Centres (MSOCs); and National Port Enforcement Teams (NPETs).

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous reporting sites where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these reporting sites are currently under the jurisdiction of the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis.

CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

The CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a linear accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel examination in marine operations."

What would tip off an officer to inspect a container?

All persons, goods and conveyances entering Canada must present to the CBSA and may be subject to a more in-depth exam. This is a normal part of the cross-border process.

A multiplicity of indicators are taken into consideration when making the determination to refer a container, package or traveller for a more in-depth examination. Officers will consider many factors, including country of origin, destination, information on the declaration, and previous enforcement action against the importer or exporter.

CBSA officers use a risk-management approach to facilitate legitimate travel and trade while focusing on higher or unknown risks. Protecting the safety and security of Canadians is a priority for the CBSA. Our officers are trained in examination and investigative techniques; they use proven indicators, advance information, innovative technology and information sharing to carry out their mandate.

The CBSA is responsible for administering and enforcing over 90 Acts of Parliament and takes this responsibility seriously.

Here is what we can tell you about the examination process in the marine mode:

Representatives of shipping lines provide the CBSA with cargo information before containers arrive. CBSA officers review this information using a number of computerized information systems. They then apply their experience in targeting and analysis to determine whether a container should be examined for contraband. The CBSA also conducts examinations to ensure compliance with Canada's food, plant and animal regulations, including wood packaging and soil contamination.

If there are no concerns, the container will be released.

If a shipment is considered high-risk, the CBSA will contact the port and request the container be presented for examination.

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats.

Once all concerns have been mitigated, the CBSA will release the container.

If officers discover contraband or other inadmissible goods, the container will be seized.

Regarding Exports:

Most goods being exported from Canada must be reported, to ensure that exporters and carriers comply with national policies, processes, procedures, regulations and legislation related to exporting commercial goods. Additionally, the CBSA helps maintain Canada's trade reputation by ensuring that exports comply with international agreements and conventions signed by Canada.

Whether reviewing a container is being imported or exported, a multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer or exporter.

Internal conspiracy

Questions regarding internal conspiracy are best addressed by the RCMP.

Partnerships

The CBSA regularly shares relevant information on border and national security issues with its key domestic partners, including the RCMP.

The Agency is responsible for providing integrated border services that support national security and public safety priorities and facilitate the free flow of persons and goods. The CBSA contributes to cross-border security and cooperation through its participation in partnerships such as the Integrated Border Enforcement Teams and Border Enforcement Security Taskforce teams. Drawing on the expertise of and participation of partners, which include the RCMP, the CBSA, U.S. Customs and Border Protection/Office of Border Patrol, U.S. Homeland Security Investigations and

U.S. Coast Guard, these multi-agency teams detect, investigate and disrupt threats to national security while deterring organized criminal activity.

Wu, Kristine

From: Wudel, Stefanie
Sent: March 6, 2015 02:57 PM
To: Sidhu, Sonia; Linde, John; Morancy, Al; Chayeski, Joseph
Cc: Hryciuk, Mike; Bell, RobertA; PAC, CBSA-Communications
Subject: Summary of Interview / Port Tour

Hi everyone,

The interview and port tour this morning went very well. Chief Mike Hryciuk was the CBSA spokes, and Supt Robert Bell graciously provided transportation for the tour. We were joined at Delta Port by Insp. Mike Carlson from the RCMP. Reporter [redacted] and the photographer met us at the CBSA offices, where we did a quick tour of the CBSA facility and Chief Hryciuk provided an overview of marine operations in Vancouver. He spoke about the different areas that the CBSA officers work in the marine mode, and spoke about the extensive training that marine officers are equipped with to deal with the variety of demands in this mode.

We then went on a tour of the port area - from where the containers are discharged and ended with a technology display of the HCVM.

Chief Hryciuk spoke about the many agencies/businesses that have a presence on the port, and that we have strong partnerships and shared objectives in keeping the port safe and ensure it is not used for illegal activity. He spoke about the difference between contraband exams vs. regulatory exams, and the different levels of exams (tailgate to de-stuff at CEF) and emphasised that we are always on the lookout for illegal goods. He spoke about different intelligence sources (NTC to on the ground referrals) and how our strong partnership with the RCMP is important in fulfilling our mandate. Chief Hryciuk highlighted the radiation portal program and how that aspect of the operation works, and spoke about the priority of officers in detecting and intercepting narcotics. Insp. Carlson highlighted the RCMP's role and spoke generally about investigations and the RCMP's role in pursuing charges/looking at the big picture of smuggling trends. Kim indicated she will follow up with the RCMP to see if they can cite specific cases in which charges were laid. The photographer took photos of the HCVM display only.

The tour provided the reporter with insight into CBSA operations, the importance of our partnerships and gave her an overview into the many facets of the marine mode. She indicated that this research will be part of a three part story – including information she has uncovered in her research (connection of longshoremen to criminal groups) to the role of law enforcement agencies in preventing this type of internal conspiracy. She has an interview scheduled with the Port of Metro Vancouver and will be doing a tour of their operations, and will (towards the end of her research) contact Transport Canada and the longshoremen. She indicated she has also spoken with politicians, including a senator.

In our original request, we negotiated that the reporter could not attribute quotes to Chief Hryciuk, but would return to communications if she required attributable material.

After the tour, the reporter offered to provide the quotes in advance so Chief Hryciuk could review, as he provided great information on our role, operations and partnerships that she would like to include in her story.

After speaking with the reporter and gleaning greater insight into her angle, as well as knowing that she will be identifying other spokes (including the RCMP spokes) by name, Chief Hryciuk does not have a concern with being named in the article, under the conditions discussed.

Please advise if you have any concerns. I will send this change to HQ on Monday if no issues, and follow-up with the reporter then as well.

I would also like to extend a huge thanks to Chief Hryciuk for stepping up to the plate and being an amazing spokesperson for the Agency!

Have a lovely weekend!
Best,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: / Fax: 604-666-0830

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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

Wu, Kristine

From: Wudel, Stefanie
Sent: March 10, 2015 10:55 AM
To: Deveau, Pierre
Cc: PAC, CBSA-Communications; Giolti, Patrizia; Bailey, Esme; Guibert-Wolff, Line; Atkin, Wendy
Subject: RE: Summary of Port Tour / Interview

Great, thank you!!

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: / Fax: 604-666-0830

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L'Agence des services frontaliers du Canada / Gouvernement du Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

From: Deveau, Pierre
Sent: March 10, 2015 9:36 AM
To: Wudel, Stefanie
Cc: PAC, CBSA-Communications; Giolti, Patrizia; Bailey, Esme; Guibert-Wolff, Line; Atkin, Wendy
Subject: RE: Summary of Port Tour / Interview

Hi Stefanie,

Apologies for the late response. We sent MO a heads-up late yesterday and they have not expressed any concerns.

Thanks,
Pierre

From: CBSA-ASFC-Media Relations
Sent: March 10, 2015 12:29 PM
To: Giolti, Patrizia; Bailey, Esme; Cyr-Delfino, Denise; Jarrette, Amy; Genier, Anne; Deveau, Pierre; Guibert-Wolff, Line; Atkin, Wendy; Chaudhari, Moby
Subject: FW: Summary of Port Tour / Interview

From: Wudel, Stefanie
Sent: March-10-15 12:29:08 PM (UTC-05:00) Eastern Time (US & Canada)
To: CBSA-ASFC-Media Relations
Cc: PAC, CBSA-Communications
Subject: RE: Summary of Port Tour / Interview

Hi MR,
Just checking in about this. Please advise if there are any concerns.
Best,

Stefanie

Stefanie Wudel

Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: / Fax: 604-666-0830

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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

From: Wudel, Stefanie
Sent: March 9, 2015 10:28 AM
To: CBSA-ASFC-Media Relations
Cc: PAC, CBSA-Communications
Subject: RE: Summary of Port Tour / Interview

Hi MR –

We have followed up with RDGO, and they have approved the change in attribution.
Please advise if there are any concerns. If no concerns, I will check in with the reporter today and request the quotes.
Thank you,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: / Fax: 604-666-0830

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L'Agence des services frontaliers du Canada/ Gouvernement du Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

From: Wudel, Stefanie
Sent: March 6, 2015 3:10 PM
To: CBSA-ASFC-Media Relations
Cc: PAC, CBSA-Communications
Subject: Summary of Port Tour / Interview

Hi MR –

The interview and port tour this morning went very well. Chief Mike Hryciuk was the CBSA spokes, and Supt Robert Bell graciously provided transportation for the tour. We were joined at Delta Port by Insp. Mike Carlson from the RCMP. Reporter and the photographer met us at the CBSA offices, where we did a quick tour of the CBSA facility and Chief Hryciuk provided an overview of marine operations in Vancouver. He spoke about the different areas that the CBSA officers work in the marine mode, and spoke about the extensive training that marine officers are equipped with to deal with the variety of demands in this mode.

We then went on a tour of the port area - from where the containers are discharged and ended with a technology display of the HCVM.

Chief Hryciuk spoke about the many agencies/businesses that have a presence on the port, and that we have strong partnerships and shared objectives in keeping the port safe and ensure it is not used for illegal activity. He spoke about the difference between contraband exams vs. regulatory exams, and the different levels of exams (tailgate to de-stuff at CEF) and emphasised that we are always on the lookout for illegal goods. He spoke about different intelligence sources (NTC to on the ground referrals) and how our strong partnership with the RCMP is important in fulfilling our mandate. Chief Hryciuk highlighted the radiation portal program and how that aspect of the operation works, and spoke about the priority of officers in detecting and intercepting narcotics. Insp. Carlson highlighted the RCMP's role and spoke generally about investigations and the RCMP's role in pursuing charges/looking at the big picture of smuggling trends. Kim indicated she will follow up with the RCMP to see if they can cite specific cases in which charges were laid. The photographer took photos of the HCVM display only.

The tour provided the reporter with insight into CBSA operations, the importance of our partnerships and gave her an overview into the many facets of the marine mode. She indicated that this research will be part of a three part story – including information she has uncovered in her research (connection of longshoremen to criminal groups) to the role of law enforcement agencies in preventing this type of internal conspiracy. She has an interview scheduled with the Port of Metro Vancouver and will be doing a tour of their operations, and will (towards the end of her research) contact Transport Canada and the longshoremen. She indicated she has also spoken with politicians, including a senator.

In our original request, we negotiated that the reporter could not attribute quotes to Chief Hryciuk, but would return to communications if she required attributable material.

After the tour, the reporter offered to provide the quotes in advance so Chief Hryciuk could review, as he provided great information on our role, operations and partnerships that she would like to include in her story. After speaking with the reporter and gaining greater insight into her angle, as well as knowing that she will be identifying other spokes (including the RCMP spokes) by name, Chief Hryciuk does not have a concern with being named in the article, under the conditions discussed. I am vetting this change in approach through regional approvals, and hope to have RDG approval Monday. I will let you know once regionally approved.

Please don't hesitate to get in touch if you have questions/concerns!

Have a nice weekend!

Best,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: / Fax: 604-666-0830

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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

Wu, Kristine

From: Deveau, Pierre
Sent: March 13, 2015 04:54 AM
To: Wudel, Stefanie
Cc: PAC, CBSA-Communications
Subject: Re: For review and approval - Quotes from Vancouver Sun Story

Hi Stefanie,
Suggest reaching out to the reporter and asking her to provide the ATIP number. She should be able to. We can proceed from there.

Thanks,
Pierre

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Wudel, Stefanie
Sent: Thursday, March 12, 2015 06:50 PM Eastern Standard Time
To: Deveau, Pierre
Cc: Guibert-Wolff, Line; Bailey, Esme
Subject: RE: For review and approval - Quotes from Vancouver Sun Story

Hello again,

Just wanted to pass along that the reporter mentioned she received some "CBSA ATIP stuff that has lots of good info in it about Hells Angels and other at the port here, so I will use that obviously."

Is there any way we might be able to access the ATIP documents provided to her?
We would like to be prepared in the event we receive questions after the story runs. She has indicated her story be published in the next 2-3 weeks.

Thank you,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: / Fax: 604-666-0830

Conseillère en communications, Direction générale des opérations
L'Agence des services frontaliers du Canada/ Gouvernement du Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

From: Deveau, Pierre
Sent: March 12, 2015 11:10 AM
To: Wudel, Stefanie
Cc: Guibert-Wolff, Line; Bailey, Esme
Subject: RE: For review and approval - Quotes from Vancouver Sun Story

Hi Stefanie,

By regionally approved, do you mean RDG approved? As long as RDG has approved the related quotes with stats, we should be ok.

Thanks for advising,
Pierre

From: CBSA-ASFC-Media Relations
Sent: March 12, 2015 12:54 PM
To: Giolti, Patrizia; Bailey, Esme; Cyr-Delfino, Denise; Jarrette, Amy; Genier, Anne; Deveau, Pierre; Guibert-Wolff, Line; Atkin, Wendy; Chaudhari, Moby
Subject: FW: For review and approval - Quotes from Vancouver Sun Story
Importance: High

From: Wudel, Stefanie
Sent: March-12-15 12:53:31 PM (UTC-05:00) Eastern Time (US & Canada)
To: CBSA-ASFC-Media Relations
Cc: PAC, CBSA-Communications
Subject: For review and approval - Quotes from Vancouver Sun Story

Hi MR,
Please find quotes below, provided by _____ from the interview/port tour last week. We have pulled the quotes that include stats, for verification/approval please. Chief Hryciuk has reviewed and verified the numbers and the quotes below are regionally approved.
Please advise if there are any concerns. The reporter would like a response by this afternoon.
Thank you,
Stefanie

Quotes attributed to Chief Mike Hryciuk (for potential inclusion in Vancouver Sun story):

"We have a number of officers and different teams that are working both downtown and out here at Delta Port. Our responsibilities are for 29 anchorages, as well as 25 terminal properties, including 4 container terminal properties."

"Roughly about 50,000 exams are done each year based on about 1.5 million 20ft equivalent units of import containers coming in. As well, we conduct export exams."

"We examine 100% of the high-risk containers. Now that being said there are various types of exams that we do. We do everything from the large-scale imaging which is less intrusive. We do the tailgate exams, which is opening the doors and having a look at the load, maybe climbing the load. We also conduct export exams for goods and commodities leaving Canada."

Stefanie Wudel
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Tél. cell. : / Telec: 604-666-0830

Wu, Kristine

From: Bailey, Esme
Sent: March 20, 2015 03:31 PM
To: Barcham, Robin
Cc: PAC, CBSA-Communications; Giolti, Patrizia
Subject: FW: For MO awareness: Additional breakdown of Vancouver marine drug seizures to be shared with Vancouver Sun

It was shared with MO earlier for awareness. Please proceed with response. Thanks.

Esme Bailey
613-948-4013

From: Bailey, Esme
Sent: March 20, 2015 6:01 PM
To: Jean-Christophe.DeLeRue@ps-sp.gc.ca
Cc: Barcham, Robin; Bianchi, Cristina; CBSA-ASFC-Media Relations; Frederik Boisvert (frederik.boisvert@ps-sp.gc.ca); Issues.Enjeux@ps-sp.gc.ca; Jeremy Laurin (jeremy.laurin@ps-sp.gc.ca); John, Joanne; Johnson, Mark; Tremblay, Amy
Subject: For MO awareness: Additional breakdown of Vancouver marine drug seizures to be shared with Vancouver Sun

Hello Jean-Christophe. For awareness, we will be providing the following seizure stats to _____ with the Vancouver Sun. CBSA accommodated an interview at the port on March 6, 2015. Thanks. Esme

Media: Vancouver Sun

Question: Can you break down the seizure stats previously provided by port, type of narcotic and mode?

Response: Please find the stats you have requested below.

CBSA Vancouver Marine Drug/Narcotics Seizures 2010 through 2014

Locations: CEF (Container Exam Facility)
CPCST (Canada Place Cruise Ship Terminal)
VM (Vancouver Marine)

Esme Bailey
Senior Media Spokesperson, Corporate Affairs Branch
Canada Border Services Agency / Government of Canada
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Agence des services frontaliers du Canada / Gouvernement du Canada
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Wu, Kristine

From: Giolti, Patrizia
Sent: May 8, 2015 10:58 AM
To: Bourque, Jennifer
Cc: PAC, CBSA-Communications
Subject: FW: For your information Vancouver Sun story on marine ports

Hi Jennifer – have given VPs a heads-up here and have asked for media monitoring this weekend and into next week...

Tks again for your heads-up...Pat

From: Giolti, Patrizia
Sent: May 8, 2015 1:56 PM
To: Weber, Caroline; Bolduc, Martin; Xavier, Caroline
Cc: Mundie, Robert; Tremblay, Guylaine; CBSA-ASFC-Media Relations; Shannon, Matthew; Blanchard, NathalieX; John, Joanne; Tremblay, Amy
Subject: For your information Vancouver Sun story on marine ports

Good day all – for your information: on Mar0615, our Pacific regional colleagues accommodated an interview/tour with reporter Vancouver Sun at the Delta port. The CBSA was represented by Chief Mike Hryciuk and we spoke specifically on the CBSA role vis-à-vis imports in marine mode. At the interview, inspector Mike Carlson, RCMP also participated.

The reporter is said to release her story, in two to three parts, starting this weekend. The focus will be on gang activity at ports – the CBSA will not figure prominently but we will likely be mentioned. The overall tone apparently may be negative.

We have asked for media monitoring for articles on this and if any other media outlets picks up on this story, like TV and radio, we have also asked for any transcripts as well.

We will share all products as we receive them but they will also be part of the weekend media clips.

Should you have any questions in the interim, please do not hesitate to let us know.

Patrizia

****Public Safety has been made aware of this too**

Reporter:
Outlet: Vancouver Sun
PROPOSED INTERVIEW DATE: Friday March 6 @ 9:00 am
Location: Delta Port

Brief summary following interview/tour:

The interview and port tour this morning went very well. Chief Mike Hryciuk was the CBSA spokes, and Supt Robert Bell graciously provided transportation for the tour. We were joined at Delta Port by Insp. Mike Carlson from the RCMP. Reporter and the photographer met us at the CBSA offices, where we did a quick tour of the CBSA facility and Chief Hryciuk provided an overview of marine operations in Vancouver. He spoke about the different areas that the CBSA officers work in the marine mode, and spoke about the extensive training that marine officers are equipped with to deal with the variety of demands in this mode.

We then went on a tour of the port area - from where the containers are discharged and ended with a technology display of the HCVM.

Chief Hryciuk spoke about the many agencies/businesses that have a presence on the port, and that we have strong partnerships and shared objectives in keeping the port safe and ensure it is not used for illegal activity. He spoke about the difference between contraband exams vs. regulatory exams, and the different levels of exams (tailgate to de-stuff at CEF) and emphasised that we are always on the lookout for illegal goods. He spoke about different intelligence sources (NTC to on the ground referrals) and how our strong partnership with the RCMP is important in fulfilling our mandate. Chief Hryciuk highlighted the radiation portal program and how that aspect of the operation works, and spoke about the priority of officers in detecting and intercepting narcotics. Insp. Carlson highlighted the RCMP's role and spoke generally about investigations and the RCMP's role in pursuing charges/looking at the big picture of smuggling trends. Kim indicated she will follow up with the RCMP to see if they can cite specific cases in which charges were laid.

The photographer took photos of the HCVM display only.

The tour provided the reporter with insight into CBSA operations, the importance of our partnerships and gave her an overview into the many facets of the marine mode. She indicated that this research will be part of a three part story – including information she has uncovered in her research (connection of longshoremen to criminal groups) to the role of law enforcement agencies in preventing this type of internal conspiracy. She has an interview scheduled with the Port of Metro Vancouver and will be doing a tour of their operations, and will (towards the end of her research) contact Transport Canada and the longshoremen. She indicated she has also spoken with politicians, including a senator.

Original request and approved media products:

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun. The RCMP has been approached by the reporter as well, and they will join on the tour to answer questions related to the RCMP's role at the marine ports.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site. RCMP spokesperson Insp. Mike Carlson will be on site for the tour to answer questions about the RCMP's role. Chief Hryciuk has agreed to the interview on the condition that he is not identified; we have negotiated this with the reporter. Any quotes will be attributed to Director Al Morancy or Executive Director John Dyck.

Visuals:

- Large Scale Imaging equipment:
 - o Pallet Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - o Heimann Cargo Vision Mobile (HCVM)
- Tour of terminal property
- Photos: The reporter has requested photos. We will negotiate the following: photos may be taken of CBSA operations only and stacks of containers. NO photos of longshoremen or equipment. As this is a highly sensitive area, photos will be strictly controlled.

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find below the requested drug and contraband seizure statistics in the marine mode for 2010-2014.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

- The Canada Border Services Agency (CBSA) is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA ensures the security and prosperity of Canada by managing the access of people and goods to and from Canada. Keeping Canada's border open to travel and trade but closed to crime requires the Canada Border Services Agency to manage border operations effectively.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.
- The CBSA routinely conducts comprehensive risk assessments and targeting, deploys state-of-the-art technology and experienced front-line officers while continually working with its partners in border security.
- Marine Security policy and regulatory development is led by Transport Canada. This responsibility is a collective effort, involving many partners including Transport Canada, the CBSA, the Royal Canadian Mounted Police (RCMP) and the police of local jurisdiction.
- CBSA is committed to working together with its partners to protect security at marine ports.
- The CBSA is an active partner in a number of joint force initiatives that support security at marine ports including: Integrated Border Enforcement Teams (IBETs); Marine Security Operations Centres (MSOCs); and National Port Enforcement Teams (NPETs).

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous reporting sites where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these reporting sites are currently under the jurisdiction of the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis.

CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

The CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a linear accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel examination in marine operations."

What would tip off an officer to inspect a container?

All persons, goods and conveyances entering Canada must present to the CBSA and may be subject to a more in-depth exam. This is a normal part of the cross-border process.

A multiplicity of indicators are taken into consideration when making the determination to refer a container, package or traveller for a more in-depth examination. Officers will consider many factors, including country of origin, destination, information on the declaration, and previous enforcement action against the importer or exporter.

CBSA officers use a risk-management approach to facilitate legitimate travel and trade while focusing on higher or unknown risks. Protecting the safety and security of Canadians is a priority for the CBSA. Our officers are trained in examination and investigative techniques; they use proven indicators, advance information, innovative technology and information sharing to carry out their mandate.

The CBSA is responsible for administering and enforcing over 90 Acts of Parliament and takes this responsibility seriously.

Here is what we can tell you about the examination process in the marine mode:

Representatives of shipping lines provide the CBSA with cargo information before containers arrive. CBSA officers review this information using a number of computerized information systems. They then apply their experience in targeting and analysis to determine whether a container should be examined for contraband. The CBSA also conducts examinations to ensure compliance with Canada's food, plant and animal regulations, including wood packaging and soil contamination.

If there are no concerns, the container will be released.

If a shipment is considered high-risk, the CBSA will contact the port and request the container be presented for examination.

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats.

Once all concerns have been mitigated, the CBSA will release the container.

If officers discover contraband or other inadmissible goods, the container will be seized.

Regarding Exports:

Most goods being exported from Canada must be reported, to ensure that exporters and carriers comply with national policies, processes, procedures, regulations and legislation related to exporting commercial goods. Additionally, the CBSA helps maintain Canada's trade reputation by ensuring that exports comply with international agreements and conventions signed by Canada.

Whether reviewing a container is being imported or exported, a multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer or exporter.

Internal conspiracy

Questions regarding internal conspiracy are best addressed by the RCMP.

Partnerships

The CBSA regularly shares relevant information on border and national security issues with its key domestic partners, including the RCMP.

The Agency is responsible for providing integrated border services that support national security and public safety priorities and facilitate the free flow of persons and goods. The CBSA contributes to cross-border security and cooperation through its participation in partnerships such as the Integrated Border Enforcement Teams and Border Enforcement Security Taskforce teams. Drawing on the expertise of and participation of partners, which include the RCMP, the CBSA, U.S. Customs and Border Protection/Office of Border Patrol, U.S. Homeland Security Investigations and U.S. Coast Guard, these multi-agency teams detect, investigate and disrupt threats to national security while deterring organized criminal activity.

Stefanie Wudel

Communications Advisor, Operations Branch

Canada Border Services Agency / Government of Canada

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Tél. cell. : / Telec: 604-666-0830

From: PAC, CBSA-Communications
Sent: March 31, 2015 2:22 PM
To: Wudel, Stefanie; Manzoor, Shakila; Barcham, Robin
Subject: FW: - Vancouver Sun

From: Bourque, Jennifer
Sent: March-31-15 02:21:53 PM (UTC-08:00) Pacific Time (US & Canada)
To: Giolti, Patrizia
Cc: PAC, CBSA-Communications; CBSA-ASFC-Media Relations
Subject: RE: - Vancouver Sun

Yes we can supply you with the media lines and the summary of the interview.
Please stand by

From: Giolti, Patrizia
Sent: March 31, 2015 2:18 PM
To: Bourque, Jennifer
Cc: PAC, CBSA-Communications; CBSA-ASFC-Media Relations
Subject: Fw: - Vancouver Sun

Hi Jennifer - I know we did recent work with on port security. I don't have access on bb, can you pull up, collate and share - soon? Tks

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: CBSA-ASFC-Media Relations
Sent: Tuesday, March 31, 2015 05:16 PM
To: Giolti, Patrizia; Bailey, Esme; Cyr-Delfino, Denise; Jarrette, Amy; Genier, Anne; Deveau, Pierre; Guibert-Wolff, Line; Atkin, Wendy; Chaudhari, Moby
Subject: FW: - Vancouver Sun

From: Swift, Andrew
Sent: March-31-15 05:16:35 PM (UTC-05:00) Eastern Time (US & Canada)
To: CBSA-ASFC-Media Relations; Gagnon, Julie; Cox, Greg
Cc: Filippis, Lisa: PS / SP; Duval, Jean Paul: PS / SP
Subject: - Vancouver Sun

CBSA & RCMP colleagues,

Can you advise what information/interviews (if any) that have been provided by your respective organizations to the above reporter in recent months on issues relating to port security?

Calls may have been to your respective Pacific regional office/division. I've been requested to pull together what has been provided so far, to get a better picture of the full scope of a potential story.

Feel free to call me if you have further questions.

Thanks,
Andrew

Andrew Swift

Director, Public Affairs | Directeur, Affaires publiques
Communications Directorate | Direction générale des communications
Public Safety Canada | Sécurité publique Canada
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Email | Courriel : Andrew.Swift@ps-sp.gc.ca

Wu, Kristine

From: Wudel, Stefanie
Sent: May 13, 2015 05:46 PM
To: Sidhu, Sonia; Barcham, Robin
Cc: PAC, CBSA-Communications
Subject: Re: For approval: Reactive: Communications Approach - BC Civil Forfeiture

Hi Sonia,

As discussed those numbers are not readily available. I advised the reporter that we would not be able to provide a response tonight, and she indicated that the story will be printed tomorrow.

Thank you,
Stefanie

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Sidhu, Sonia
Sent: Wednesday, May 13, 2015 08:00 PM Eastern Standard Time
To: Barcham, Robin; Wudel, Stefanie
Cc: PAC, CBSA-Communications
Subject: FW: For approval: Reactive: Communications Approach - BC Civil Forfeiture

Hello Stefanie,

As discussed, the RDG sees this reactive piece as an opportunity to highlight our enforcement results for precursor seizures for FY 2014-15. I understand that the request is specific to this unregulated chemical but nonetheless, if we have the stats available, please include them.

Recommended Approach:

Provide journalist with reactive media lines regarding our role in the interception of dangerous precursors at our borders.

Media Lines:

- On March 11, 2015, CBSA officers at the Marine Container Enforcement Facility identified a shipment arriving from China declared as methylamine and helional. Although these chemicals are unregulated, they are known to routinely be used in the production of illicit synthetic drugs such as methamphetamine.
- As part of CBSA's role in risk assessment, further checks were conducted in collaboration with the RCMP.
- The CBSA performs an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk shipments for examination, before the ship even arrives in Canada. The Agency Our focuses is on getting the right information at the right time, so that we know when, where, and how to target our enforcement efforts.
- The CBSA works closely with law enforcement partners to impede the flow of drugs and controlled precursor chemicals across international borders and to investigate the diversion, production, and trafficking of these substances.
- The CBSA takes its border protection responsibilities very seriously, including the interdiction of controlled substances and precursor chemicals that can be used in the manufacture of synthetic drugs.

From: Barcham, Robin
Sent: May 13, 2015 9:21 AM
To: Sidhu, Sonia
Cc: PAC, CBSA-Communications
Subject: For approval: Reactive: Communications Approach - BC Civil Forfeiture

Hi Sonia,

For your approval please. We are recommending a reactive approach to this issue and have prepared media lines in anticipation of calls.

Approved by Raymond Lan, David Lothian, Jennifer B and Yvette L-C.

Thanks!
Robin

Communications Approach:

Issue:

On Wednesday, May 13th, BC Civil Forfeiture, will speak to investigative journalist Kim Bolan of the Vancouver Sun, on their role regarding the destruction of a shipment of precursor chemicals that came to Vancouver from China through Metro Marine. As it was CBSA officers who first examined the shipment upon arrival at our metro marine port, CBSA may receive a call from the reporter.

Background (Internal only):

On March 11, 2015, CBSA Intelligence were notified of a shipment of precursor chemicals arriving from China. The shipment was referred to the Container Examination Facility, revealing 1300 kg of methylamine and helional. Although these chemicals are unregulated, they are routinely used in the production of illicit synthetic drugs such as methamphetamine. As part of CBSA's role in risk assessment, further checks were conducted in collaboration with the RCMP. The RCMP then spoke with the importer and voiced their concerns. After this discussion, the importer attempted to re-export the goods, however they were unsuccessful, as the exporter (in China) was not willing to re-acquire them. Following this, the importer decided to abandon the goods to CBSA. As the goods are not controlled or prohibited, there was an issue with the destruction costs. At this time, CBSA informed the RCMP of our disposal concerns. In this particular case, the importer was importing the chemicals for a 3rd party with no legitimate purpose for having them. The RCMP in turn contacted BC Civil Forfeiture and were able to secure the funds to have the chemicals destroyed by Tervita. Tervita provides a broad range of services to natural resource and industrial clients in Canada and the USA. At no time during this file did CBSA advise or counsel the importer to abandon the goods. It was the importer's choice to abandon the goods following his conversation with the RCMP.

BC Civil Forfeiture was speaking to Kim Bolan this week and pitched a story about their role in destroying these precursor chemical goods. They have arranged to meet Kim Bolan tomorrow for an interview, and she will be publishing her story on the forfeiture this Thursday, May 14, 2015.

Recently, CBSA provided an interview to Kim Bolan on its role in proactive enforcement of drugs in the marine area. The published story was recently posted in the Vancouver Sun : <http://blogs.vancouversun.com/2015/05/10/cocaine-smuggler-had-inside-man-on-vancouver-waterfront/http://blogs.vancouversun.com/2015/05/08/organized-crime-and-the-port-part-one-of-my-series/>. The reporter notes there are concerns over workers at Port Metro Vancouver having

affiliations with the Hells Angels, and how such an affiliation might open doors to moving illegal goods (IE: drugs) between borders.

Recommended Approach:

Provide journalist with reactive media lines regarding our role in the interception of dangerous precursors at our borders.

Media Lines:

- On March 11, 2015, CBSA officers at the Marine Container Enforcement Facility identified a shipment arriving from China declared as methylamine and helional. Although these chemicals are unregulated, they are known to routinely be used in the production of illicit synthetic drugs such as methamphetamine.
- As part of CBSA's role in risk assessment, further checks were conducted in collaboration with the RCMP.
- The CBSA performs an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk shipments for examination, before the ship even arrives in Canada. The Agency's focus is on getting the right information at the right time, so that we know when, where, and how to target our enforcement efforts.
- The CBSA works closely with law enforcement partners to impede the flow of drugs and controlled precursor chemicals across international borders and to investigate the diversion, production, and trafficking of these substances.
- The CBSA takes its border protection responsibilities very seriously, including the interdiction of controlled substances and precursor chemicals that can be used in the manufacture of synthetic drugs.

Thanks,

Robin

Robin Barcham

Communications Advisor, Operations Branch

Canada Border Services Agency / Government of Canada

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Fax: 604-666-0830

Robin Barcham

Conseillère en communications, Direction générale des opérations

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Fax: 604-666-0830

Wudel, Stefanie

From: Mike CARLSON <mike.carlson@rcmp-grc.gc.ca>
Sent: February 26, 2015 09:57 AM
To: Brian.Pitman@portmetrovanancouver.com; Laurie WHITE; Paola GOBBO; Paul DAVIS
Cc: Dany BERNIER; Duncan Pound
Subject: Re: Kim Bolan Story re Ports

Brian:

No I am not.

Laurie:

Are you aware that the story will be out soon?

Thx

Mike

-----Original Message-----

From: "Pitman, Brian" <Brian.Pitman@portmetrovanancouver.com>
To: GOBBO, Paola <paola.m.gobbo@rcmp-grc.gc.ca>
To: DAVIS, Paul <Paul.C.Davis@rcmp-grc.gc.ca>
To: CARLSON, Mike <mike.carlson@rcmp-grc.gc.ca>

Sent: 02/26/2015 12:48:42

Subject: FW: Story re Ports

I assume you are aware of this?

From: Houghton, Lindsey [mailto:Lindsey.Houghton@cfseu.bc.ca]
Sent: Thursday, February 26, 2015 8:36 AM
To: Pitman, Brian
Subject: Story re Ports

Good Morning Brian,

I hope all is well!

Just a heads up that story that she's been working on for the last 5 months or so is now about to be printed. She advises that she has obtained some RCMP reports from the 90's that speak to gang activity/infiltration at the Ports. We (CFSEU-BC) will be providing very general comments in relation to the common knowledge that gang members and associates have, for a long time, had access to the ports. Our lines will revolve around:

- gang-involved or associated people work at or have influence at the Ports. It has been like this for years. We know this and it is common knowledge. We work very closely with our law enforcement partners, such as the RCMP, Delta Police, Vancouver Police, and CBSA, as well as our community partners, such as Port Metro Vancouver and others, to

identify, disrupt, and suppress gang-related activity if we are made aware of it and to conduct enforcement in collaboration with our partners where appropriate.

- We are aware of specific people, some of whom have lengthy ties to gangs and organized crime activity, who work at the Ports. While we can't confirm who they are specifically (privacy restrictions, no charges, etc), we can speak to the fact that they are "on our radar" and bridge back to the point above about when if/when we get info on them.

We have advised CIS OMG for their awareness, as much of Kim's story will focus on the Hells Angels.

For your awareness, here is a list that she sent me of all of the Longshoremen with gang/criminal links. She will be including this list in her story.

Sergeant Lindsey Houghton
Media Relations Officer
Combined Forces Special Enforcement Unit - BC
Desk: 778-290-3099
Cell:
Lindsey.Houghton@cfseu.bc.ca<mailto:Lindsey.Houghton@cfseu.bc.ca>
@LHoughtonCFSEU
CFSEU-BC's Website<<http://www.cfseu.bc.ca/>>
Follow us on Twitter @CFSEUBC and like us on Facebook

[cid:image007.png@01CF226E.1B2E4D80]

CFSEU-BC Mandate - To target, investigate, prosecute,
disrupt, and dismantle the organized crime groups and
individuals that pose the highest risk to public safety due to gang violence

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 13, 2015 04:18 PM
To: Hryciuk, Mike
Cc: Barcham, Robin
Subject: Marine Request - follow-up

Hi Mike,

I just left you a message about this.

is interested in any anecdotal information we can provide regarding the marine seizures. We have contacted programs to get a break-down of the stats below (they will provide the location of the seizure (ie CEF or Vancouver Marine), type of drug and quantity)). These stats will of course go to you, RDGO and HQ for approval before we provide to the reporter.

Please let me know if there is anything about recent marine seizures that may be in the public domain / general enough that we can share.

I am away from the office Monday/Tuesday, so I am cc'ing my colleague Robin here for follow up.

Many thanks!

Best,
Stefanie

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Tél. cell. : / Telec: 604-666-0830

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 12, 2015 12:32 PM
To: Hryciuk, Mike
Subject: FYI - Quotes
Attachments: Mike H notes only- (2).docx

Hi Mike,

We sent the quotes John L approved to HQ, and they had no concerns. As discussed, we have requested she not attribute some quotes/re-word the last one, as per the attached comments.

We have provided the revised doc to [redacted] so we'll keep our eyes peeled for the story!

Thank you so much.

Best,
Stefanie

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Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 12, 2015 12:08 PM
To: Bourque, Jennifer
Subject: FW: For review and approval - Quotes from Vancouver Sun Story
Attachments: Mike H notes only- (2).docx

No response back from HQ on this one... So I'm good to send back the revised quotes to (attached)?

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Tél. cell. : / Telec: 604-666-0830

From: Deveau, Pierre
Sent: March 12, 2015 11:10 AM
To: Wudel, Stefanie
Cc: Guilbert-Wolff, Line; Bailey, Esme
Subject: RE: For review and approval - Quotes from Vancouver Sun Story

Hi Stefanie,

By regionally approved, do you mean RDG approved? As long as RDG has approved the related quotes with stats, we should be ok.

Thanks for advising.
Pierre

From: CBSA-ASFC-Media Relations
Sent: March 12, 2015 12:54 PM
To: Giolti, Patrizia; Bailey, Esme; Cyr-Delfino, Denise; Jarrette, Amy; Genier, Anne; Deveau, Pierre; Guilbert-Wolff, Line; Atkin, Wendy; Chaudhari, Moby
Subject: FW: For review and approval - Quotes from Vancouver Sun Story
Importance: High

From: Wudel, Stefanie
Sent: March-12-15 12:53:31 PM (UTC-05:00) Eastern Time (US & Canada)
To: CBSA-ASFC-Media Relations
Cc: PAC, CBSA-Communications
Subject: For review and approval - Quotes from Vancouver Sun Story

Hi MR,

Please find quotes below, provided by [redacted] from the interview/port tour last week. We have pulled the quotes that include stats, for verification/approval please. Chief Hryciuk has reviewed and verified the numbers and the quotes below are regionally approved.

Please advise if there are any concerns. The reporter would like a response by this afternoon.

Thank you,

Stefanie

Quotes attributed to Chief Mike Hryciuk (for potential inclusion in Vancouver Sun story):

"We have a number of officers and different teams that are working both downtown and out here at Delta Port. Our responsibilities are for 29 anchorages, as well as 25 terminal properties, including 4 container terminal properties."

"Roughly about 50,000 exams are done each year based on about 1.5 million 20ft equivalent units of import containers coming in. As well, we conduct export exams."

"We examine 100% of the high-risk containers. Now that being said there are various types of exams that we do. We do everything from the large-scale imaging which is less intrusive. We do the tailgate exams, which is opening the doors and having a look at the load, maybe climbing the load. We also conduct export exams for goods and commodities leaving Canada."

Stefanie Wudel

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Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 12, 2015 12:25 PM
To:
Subject: RE: Following up re: attribution
Attachments: Mike H notes only- (2).docx

Hi

Thank you so much for this. we understand this is very unorthodox and greatly appreciate it. There were a few quotes that Mike did not feel comfortable with, tracked in the attached. Also, we double checked the stats for accuracy and there are two minor changes (one adjustment to numbers on p1, one on p3).

Again, thanks so much Looking forward to seeing the series!
Best,
Stefanie

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-----Original Message-----

From:
Sent: March 11, 2015 5:28 PM
To: Wudel, Stefanie
Subject: RE: Following up re: attribution

Hi again Stefanie,

I'm still writing all my stories, but have transcribed and pulled some of the possible quotes from my chat with Mike. They are attached to the email.

As I noted, I wouldn't use all of these and would cut some of the information down for space purposes. And I will also include lots of general information he provided, but that doesn't need to be attributed for the story.

Thanks,

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 12, 2015 11:11 AM
To: Deveau, Pierre
Cc: Guibert-Wolff, Line; Bailey, Esme
Subject: RE: For review and approval - Quotes from Vancouver Sun Story

Hi Pierre,
The CPSD Director has approved on behalf of RDGO.
Thank you,
Stefanie

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From: Deveau, Pierre
Sent: March 12, 2015 11:10 AM
To: Wudel, Stefanie
Cc: Guibert-Wolff, Line; Bailey, Esme
Subject: RE: For review and approval - Quotes from Vancouver Sun Story

Hi Stefanie,

By regionally approved, do you mean RDG approved? As long as RDG has approved the related quotes with stats, we should be ok.

Thanks for advising,
Pierre

From: CBSA-ASFC-Media Relations
Sent: March 12, 2015 12:54 PM
To: Giolti, Patrizia; Bailey, Esme; Cyr-Deifino, Denise; Jarrette, Amy; Genier, Anne; Deveau, Pierre; Guibert-Wolff, Line; Atkin, Wendy; Chaudhari, Mohv
Subject: FW: For review and approval - Quotes from Vancouver Sun Story
Importance: High

From: Wudel, Stefanie
Sent: March-12-15 12:53:31 PM (UTC-05:00) Eastern Time (US & Canada)
To: CBSA-ASFC-Media Relations

Cc: PAC, CBSA-Communications

Subject: For review and approval - Quotes from Vancouver Sun Story

Hi MR,

Please find quotes below, provided by [redacted] from the interview/port tour last week. We have pulled the quotes that include stats, for verification/approval please. Chief Hryciuk has reviewed and verified the numbers and the quotes below are regionally approved.

Please advise if there are any concerns. The reporter would like a response by this afternoon.

Thank you,

Stefanie

Quotes attributed to Chief Mike Hryciuk (for potential inclusion in Vancouver Sun story):

"We have a number of officers and different teams that are working both downtown and out here at Delta Port. Our responsibilities are for 29 anchorages, as well as 25 terminal properties, including 4 container terminal properties."

"Roughly about 50,000 exams are done each year based on about 1.5 million 20ft equivalent units of import containers coming in. As well, we conduct export exams."

"We examine 100% of the high-risk containers. Now that being said there are various types of exams that we do. We do everything from the large-scale imaging which is less intrusive. We do the tailgate exams, which is opening the doors and having a look at the load, maybe climbing the load. We also conduct export exams for goods and commodities leaving Canada."

Stefanie Wudel

Communications Advisor, Operations Branch

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Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 12, 2015 09:46 AM
To: Hryciuk, Mike; Linde, John
Cc: Bourque, Jennifer
Subject: RE: FOR YOUR APPROVAL - Quotes from Vancouver Sun Story

Hi Mike,
No problem! I will make the change to ensure accurate context to that statement.
Thank you.
Stefanie

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From: Hryciuk, Mike
Sent: March 12, 2015 9:45 AM
To: Wudel, Stefanie; Linde, John
Cc: Bourque, Jennifer
Subject: RE: FOR YOUR APPROVAL - Quotes from Vancouver Sun Story

Hello All,

After my initial approval I have one quote that concerns me:

"The most important tool is the officer."

This might be taken out of context whereby I am describing the officers as a tool within the toolbox ie just one of many tools-not appropriate

What I meant by this and perhaps I can be quoted as "Our most important resource is our officers"; something to that effect.

Mike

From: Wudel, Stefanie
Sent: March 12, 2015 9:41 AM
To: Linde, John
Cc: Bourque, Jennifer; Hryciuk, Mike
Subject: FOR YOUR APPROVAL - Quotes from Vancouver Sun Story
Importance: High

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 6, 2015 02:48 PM
To: Hryciuk, Mike
Subject: RE: For your review please - Summary of the day!

Great, thank you ☺

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From: Hryciuk, Mike
Sent: March 6, 2015 1:59 PM
To: Wudel, Stefanie
Subject: Re: For your review please - Summary of the day!

Good to go.

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Wudel, Stefanie
Sent: Friday, March 06, 2015 01:21 PM
To: Hryciuk, Mike
Subject: For your review please - Summary of the day!

Hi Mike –

Please take a look at the summary below. I will send to RDGO/Media relations if it looks good to you. I mentioned a few of the other agencies she plans to interview (Transport/Port of Metro Van/longshoremen).... Was there anyone else?

Don't hesitate to edit/add info!

Great work today ☺
Many thanks,
Stefanie

The interview and port tour this morning went very well. Chief Mike Hryciuk was the CBSA spokes, and Supt Robert Bell graciously provided transportation for the tour. We were joined at Delta Port by Insp. Mike Carlson from the

RCMP. Reporter and the photographer met us at the CBSA offices, where we did a quick tour of the CBSA facility and Chief Hryciuk provided an overview of marine operations in Vancouver. He spoke about the different areas that the CBSA officers work in the marine mode, and spoke about the extensive training that marine officers are equipped with to deal with the variety of demands in this mode. We then went on a tour of the port area - from where the containers are discharged and ended with a technology display of the HCVM.

Chief Hryciuk spoke about the many agencies/businesses that have a presence on the port, and that we have strong partnerships and shared objectives in keeping the port safe and ensure it is not used for illegal activity. He spoke about the difference between contraband exams vs. regulatory exams, and the different levels of exams (tailgate to de-stuff at CEF) and emphasised that we are always on the lookout for illegal goods. He spoke about different intelligence sources (NTC to on the ground referrals) and how our strong partnership with the RCMP is important in fulfilling our mandate. Chief Hryciuk highlighted the radiation portal program and how that aspect of the operation works, and spoke about the priority of officers in detecting and intercepting narcotics. Insp. Carlson highlighted the RCMP's role and spoke generally about investigations and the RCMP's role in pursuing charges/looking at the big picture of smuggling trends. Kim indicated she will follow up with the RCMP to see if they can cite specific cases in which charges were laid.

The photographer took photos of the HCVM display only.

The tour provided the reporter with insight into CBSA operations, the importance of our partnerships and gave her an overview into the many facets of the marine mode. She indicated that this research will be part of a three part story - including information she has uncovered in her research (connection of longshoremen to criminal groups) to the role of law enforcement agencies in preventing this type of internal conspiracy. She has an interview scheduled with the Port of Metro Vancouver and will be doing a tour of their operations, and will (towards the end of her research) contact Transport Canada and the longshoremen. She indicated she has also spoken with politicians, including a senator.

In our original request, we negotiated that the reporter could not attribute quotes to Chief Hryciuk, but would return to communications if she required attributable material.

After the tour, the reporter offered to provide the quotes in advance so Chief Hryciuk could review, as he provided great information on our role, operations and partnerships that she would like to include in her story.

After speaking with the reporter and gleaned greater insight into her angle, as well as knowing that she will be identifying other spokes (including the RCMP spokes) by name, Chief Hryciuk does not have a concern with being named in the article, under the conditions discussed.

Please advise if any concerns.

Stefanie Wudel

Communications Advisor, Operations Branch

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Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 12, 2015 09:54 AM
To: CBSA-ASFC-Media Relations
Cc: PAC, CBSA-Communications
Subject: For review and approval - Quotes from Vancouver Sun Story

Importance: High

Hi MR,

Please find quotes below, provided by [redacted] from the interview/port tour last week. We have pulled the quotes that include stats, for verification/approval please. Chief Hryciuk has reviewed and verified the numbers and the quotes below are regionally approved.

Please advise if there are any concerns. The reporter would like a response by this afternoon.

Thank you,
Stefanie

Quotes attributed to Chief Mike Hryciuk (for potential inclusion in Vancouver Sun story):

"We have a number of officers and different teams that are working both downtown and out here at Delta Port. Our responsibilities are for 29 anchorages, as well as 25 terminal properties, including 4 container terminal properties."

"Roughly about 50,000 exams are done each year based on about 1.5 million 20ft equivalent units of import containers coming in. As well, we conduct export exams."

"We examine 100% of the high-risk containers. Now that being said there are various types of exams that we do. We do everything from the large-scale imaging which is less intrusive. We do the tailgate exams, which is opening the doors and having a look at the load, maybe climbing the load. We also conduct export exams for goods and commodities leaving Canada."

Stefanie Wudel

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Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 12, 2015 09:43 AM
To: Linde, John
Subject: RE: FOR YOUR APPROVAL - Quotes from Vancouver Sun Story

Thank you!

Stefanie Wudel
Communications Advisor, Operations Branch
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Tél. cell. : Téléc: 604-666-0830

From: Linde, John
Sent: March 12, 2015 9:43 AM
To: Wudel, Stefanie
Cc: Bourque, Jennifer; Hryciuk, Mike
Subject: RE: FOR YOUR APPROVAL - Quotes from Vancouver Sun Story

Approved,

thx

From: Wudel, Stefanie
Sent: March 12, 2015 9:41 AM
To: Linde, John
Cc: Bourque, Jennifer; Hryciuk, Mike
Subject: FOR YOUR APPROVAL - Quotes from Vancouver Sun Story
Importance: High

Hi John,
Please see a few quotes below, provided by from the interview/port tour last week. We have pulled the quotes that include stats, for verification/approval please. Chief Hryciuk has reviewed and verified the numbers. We will vet through HQ as well.
If you could please provide a response by noon we would greatly appreciate it!
Thank you,
Stefanie

Quotes attributed to Chief Mike Hryciuk (for potential inclusion in Vancouver Sun story):

"We have a number of officers and different teams that are working both downtown and out here at Delta Port. Our responsibilities are for 29 anchorages, as well as 25 terminal properties, including 4 container terminal properties."

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Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 12, 2015 08:38 AM
To: 'Hryciuk, Mike'
Cc: 'Bourque, Jennifer'
Subject: FW: Following up re: attribution
Attachments: Mike H notes only-.docx

Hi Mike,

provided a list of potential quotes in the attached document. As she mentions below, not all quotes may be used. Please take a look and let me know if you have any concerns.

There are many great quotes, but my personal favourite is the last one;)

Thanks so much!

Best,
Stefanie

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Tél. cell. : / Telec: 604-666-0830

-----Original Message-----

From:
Sent: March 11, 2015 5:28 PM
To: Wudel, Stefanie
Subject: RE: Following up re: attribution

Hi again Stefanie,

I'm still writing all my stories, but have transcribed and pulled some of the possible quotes from my chat with Mike. They are attached to the email.

As I noted, I wouldn't use all of these and would cut some of the information down for space purposes. And I will also include lots of general information he provided, but that doesn't need to be attributed for the story.

Thanks,

From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]
Sent: March 10, 2015 11:47 AM
To:
Subject: RE: Following up re: attribution

Hi

I will look into getting the additional information for you.

As you know, originally in planning the interview, we agreed that Mike would not be attributed at all.

As per conversation with Mike, and given the sensitivities of his job, we would appreciate seeing all quotes you plan on attributing to him. Today or tomorrow is fine. If there is any issue, I will flag them to you, so that you can attribute them to someone in the agency who does not share the same concerns.

Thank you for your understanding.

Best,
Stefanie

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Canada Border Services Agency / Government of Canada
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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél.: 604-666-3071
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-----Original Message-----

From:
Sent: March 10, 2015 11:14 AM
To: Wudel, Stefanie
Subject: RE: Following up re: attribution

It is a total violation of our office practices, but I could pull a few of the quotes and share them.

Since I'm still in the writing phase, it likely wouldn't be till later today or early tomorrow. Does that work?

Also, is it possible to get a few anecdotes connected with the drug seizures for 2013/2014 that you provided (when, where, etc.?)

It would also be great to get more details on the weapons seizures - as in how many were firearms?

Thanks so much for the tour. It was really interesting and worthwhile.

From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]
Sent: March 10, 2015 11:13 AM
To:
Subject: Following up re: attribution

Hi

It was great to meet you last week! I hope the tour provided you with greater insight/understanding of our role and marine ops.

I spoke with Mike after the tour, and he mentioned that you offered to provide the quotes in advance if it would make him feel more comfortable when it comes to attributing to him by name. He does not have concerns with that approach, if you agree.

I know this is out of the realm of what you would usually accommodate, but we appreciate it!!

Please let me know.

Best,
Stefanie

Stefanie Wudel
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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél: 604-666-3071
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Tél. cell. : / Telec: 604-666-0830

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 12, 2015 09:05 AM
To: Bourque, Jennifer
Subject: Mike H notes only- (2).docx
Attachments: Mike H notes only- (2).docx

Importance: High

Hi Jennifer,

I just spoke with Mike and he has two minor changes to the attached (re: stats).

He has expressed that he would like HQ to approve the document. Please advise on next steps (RDGO?).

I would like to be able to respond to today, so it will have to be a quick approval process with the understanding that approvals are only to flag areas of inaccuracy or concern, not to wordsmith/edit.

Please let me know what you think.

Thank you,

Stefanie

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 12, 2015 09:40 AM
To: Hryciuk, Mike
Subject: UPDATED Mike H notes only- (2).docx
Attachments: Mike H notes only- (2).docx

Hi Mike,

Please find the updated attached document. we are suggesting a few quotes not be included/ attributed (tracked in comments). Please advise if you have concerns.

I will send the quotes that include stats for regional and HQ approval/verification.

Thank you!

Best,
Stefanie

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 12, 2015 09:41 AM
To: Linde, John
Cc: Bourque, Jennifer; Hryciuk, Mike
Subject: FOR YOUR APPROVAL - Quotes from Vancouver Sun Story

Importance: High

Hi John,
Please see a few quotes below, provided by [redacted] from the interview/port tour last week. We have pulled the quotes that include stats, for verification/approval please. Chief Hryciuk has reviewed and verified the numbers. We will vet through HQ as well.
If you could please provide a response by noon we would greatly appreciate it!
Thank you,
Stefanie

Quotes attributed to Chief Mike Hryciuk (for potential inclusion in Vancouver Sun story):

"We have a number of officers and different teams that are working both downtown and out here at Delta Port. Our responsibilities are for 29 anchorages, as well as 25 terminal properties, including 4 container terminal properties."

"Roughly about 50,000 exams are done each year" based on about 1.5 million 20ft equivalent units of import containers coming in. As well, we conduct export exams."

"We examine 100% of the high-risk containers. Now that being said there are various types of exams that we do. We do everything from the large-scale imaging which is less intrusive. We do the tailgate exams, which is opening the doors and having a look at the load, maybe climbing the load. We also conduct export exams for goods and commodities leaving Canada."

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Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 11, 2015 10:13 AM
To: Linde, John
Cc: Bourque, Jennifer
Subject: RE: For your approval please - Weapons seizures in the marine mode - firearms

Hi John,
Yes, she requested the firearms seizures broken down by year.
Thank you,
Stefanie

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Tél. cell. : / Telec: 604-666-0830

From: Linde, John
Sent: March 11, 2015 10:12 AM
To: Wudel, Stefanie
Cc: Bourque, Jennifer
Subject: RE: For your approval please - Weapons seizures in the marine mode - firearms

Do they want it broken down by year for the firearms? If it doesn't matter, then provide the total. Otherwise the broken down approach is fine.

thx

From: Wudel, Stefanie
Sent: March 11, 2015 10:07 AM
To: Linde, John
Cc: Bourque, Jennifer
Subject: For your approval please - Weapons seizures in the marine mode - firearms

Hi John,
Please find the reactive inquiry (follow-up from below.
Mandy has verified the content below.
Thank you,
Stefanie

Reactive Media
Outlet: Vancouver Sun
Reporter:

Issue: We provided the following chart of weapons seizures by year. The reporter would like to know how many of the weapons were firearms.

Question: How many of these marine mode weapons seizures were actually firearm seizures?

Response:

Of the weapons seizures in the marine mode between 2010 and 2014, border services officers seized:

- 12 firearms in 2010
- 10 firearms in 2011
- 3 firearms in 2012
- 3 firearms in 2013
- 2 firearms in 2014

For reference, this chart was previously provided to the reporter:

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Wudel, Stefanie

From: Hodge, Mandy
Sent: March 10, 2015 05:12 PM
To: Wudel, Stefanie
Cc: Bourque, Jennifer
Subject: RE: For your review please - Weapons seizures in the marine mode - firearms

Hi Stefanie,

Confirmed, yes, they are accurate.

Thanks,
Mandy

From: Wudel, Stefanie
Sent: March 10, 2015 4:41 PM
To: Hodge, Mandy
Cc: Bourque, Jennifer
Subject: For your review please - Weapons seizures in the marine mode - firearms

Hi Mandy,

When you have a moment could you please review the proposed response below?
We would like to confirm that the numbers (and the way we have presented them) are accurate.

Many thanks,
Stefanie

Reactive Media

Outlet: Vancouver Sun
Reporter:

Issue: We provided the following chart of weapons seizures by year. The reporter would like to know how many of the weapons were firearms.

Question: How many of these marine mode weapons seizures were actually firearm seizures?

Response:

Of the weapons seizures in the marine mode between 2010 and 2014, border services officers seized:

- 12 firearms in 2010
- 10 firearms in 2011
- 3 firearms in 2012
- 3 firearms in 2013
- 2 firearms in 2014

For reference, this chart was previously provided to the reporter:

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Wudel, Stefanie

From: Deveau, Pierre
Sent: March 5, 2015 03:17 PM
To: Wudel, Stefanie
Subject: Re: For MO review and approval: Vancouver Sun interview marine

Yes sorry Stefanie. Was having such a hard time attaching the stats so just dropped them in the email. Should have told you!!

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Wudel, Stefanie
Sent: Thursday, March 05, 2015 05:38 PM Eastern Standard Time
To: Deveau, Pierre
Cc: PAC, CBSA-Communications; Giolti, Patrizia; Bailey, Esme; Guibert-Wolff, Line
Subject: RE: For MO review and approval: Vancouver Sun interview marine

Oh goodness, apologies I see the stats in the body.
Thank you!

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From: Deveau, Pierre
Sent: March 5, 2015 1:20 PM
To: Wudel, Stefanie
Cc: PAC, CBSA-Communications; Giolti, Patrizia; Bailey, Esme; Guibert-Wolff, Line
Subject: FW: For MO review and approval: Vancouver Sun interview marine

Hi Stefanie,
Approved by MO. Let us know how the interview went.

Thanks,
Pierre

From: deLeRue, Jean-Christophe [<mailto:Jean-Christophe.DeLeRue@ps-sp.gc.ca>]
Sent: March 5, 2015 4:18 PM
To: Deveau, Pierre
Cc: Boisvert, Frederik; Johnson, Mark: PS / SP; Communications Issues Management / Communications Gestion des Enjeux (PS/SP); John, Joanne; Tremblay, Amy; CBSA-ASFC-Media Relations
Subject: RE: For MO review and approval: Vancouver Sun interview marine

Wudel, Stefanie

From:
Sent: March 4, 2015 03:35 PM
To: Wudel, Stefanie
Subject: Re: Hoping we can confirm for Friday morning?

We need some photos. Can't we just make sure we're in a more public area for photos?

And what about the machine for screening containers? Can't we get pictures of that?

Photos are essential for this series. Surely we could work something out, especially now that Mike Carlson suggested I interview him out there too and I'll need his photo.

I was hoping to be out here at 9 or 9:30 if that works?

Sent from my iPhone

> On Mar 4, 2015, at 3:29 PM, Wudel, Stefanie <Stefanie.Wudel@cbsa-asfc.gc.ca> wrote:
>
> Hi
>
> I think we will be good for Friday morning - waiting on final confirmation on our end. I will be able to confirm tomorrow. Was there a specific time you were planning for?
>
> As the area the areas we will be touring are highly secure, we have been advised that no photography is permitted.
>
>
> Thank you!
> Best,
> Stefanie
>
>
>
> -----Original Message-----
> From:
> Sent: March 4, 2015 12:17 PM
> To: Wudel, Stefanie
> Subject: Hoping we can confirm for Friday morning?
>
> Insp. Mike Carlson now wants to meet out there (Delta Port) at the same time. That would be great for me if it works for you guys. Please let me know as soon as you can as I have to line up our photographer too.
>
> Thanks,
>
>
>
>
>
> _____
> From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]

> Sent: March 3, 2015 4:17 PM
> To:
> Subject: RE: Hi again Stefanie
>
> Hi |
>
> Still waiting... I am crossing my fingers for Friday - does that still work for you? I should have final confirmation tomorrow.
>
> Thanks for your patience!!
> Best,
> Stefanie
>
> Stefanie Wudel
> Communications Advisor, Operations Branch
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> Tél. cell. : / Telec: 604-666-0830
>
>
> -----Original Message-----
> From:
> Sent: March 3, 2015 3:27 PM
> To: Wudel, Stefanie
> Subject: RE: Hi again Stefanie
>
> Any progress on security a day and time for this? I am now tied up Thursday morning with Port Metro Vancouver.
>
>
>
>
>
>
> _____
> From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]
> Sent: March 2, 2015 9:43 AM
> To:
> Subject: RE: Hi again Stefanie
>
> Hi
>
> I am waiting to hear back to confirm the interview - would this Wednesday, Thursday or Friday work for you?
>
> I have sent our regional stats to be verified, and will provide those as soon as I have them back.
>
> Thank you!
> Best,
> Stefanie
>

>
>
> -----Original Message-----
> From:
> Sent: March 2, 2015 9:34 AM
> To: Wudel, Stefanie
> Subject: Hi again Stefanie
>
> Just wondering if logistics have been worked out yet for our meeting sometime next week?
>
> And would it be possible to get some of the statistical information this week?
>
> Thanks,
>
>
>
>
>
>
>

> From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]
> Sent: February 25, 2015 12:29 PM
> To:
> Subject: RE: Just wondering if there is any news about a possible site tour re: Port series?
>
> I think that could be a good compromise! Worst case scenario, you can quote me ;)
>
> I hope to have a date confirmed by the end of the week.
>
> Thank you
> Best,
> Stefanie
>
> Stefanie Wudel
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> Canada Border Services Agency / Government of Canada
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> Tél. cell. : / Telec: 604-666-0830
>
>
> -----Original Message-----
> From:
> Sent: February 25, 2015 12:24 PM
> To: Wudel, Stefanie
> Subject: RE: Just wondering if there is any news about a possible site tour re: Port series?
>
> March 23 would be too late for sure.

>
> I would have to raise the issue with editors about him not wanting to be identified by name in a story. As for photos, we never include people who don't want to be in them for whatever reason - so that's not a problem.
>

> Even if I get some info from him on background, we would need some official quotes from someone else who would be named on some of the major points (but we could do that via email after.)

> Would that work?

> Thanks,

> From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]

> Sent: February 25, 2015 12:07 PM

> To:

> Subject: RE: Just wondering if there is any news about a possible site tour re: Port series?

> Hi

> We are still in the process of confirming a spokes. We do have a officer who is willing to participate, however does not want to be identified by name/in photos. What is your policy on that?

> He is also out of town mid-March, so it looks like it may be the week of March 9th or March 23rd if all goes well. Is March 23 too late for your story?

Apologies I can't provide more information at this point, but I will keep you informed as we move forward.

• Thank you,

• Stefanie

-----Original Message-----

From:

Sent: February 25, 2015 11:34 AM

To: Wudel, Stefanie

Subject: Just wondering if there is any news about a possible site tour re: Port series?

I'm meeting with our photo/videographer today at 1 pm and was hoping to

let him know if/when this might take place.

Thanks,

On 2015-02-10, 1:08 PM, "Wudel, Stefanie" <Stefanie.Wudel@cbsa-asfc.gc.ca>

> wrote:

>

>> Hi

>>

>> We are looking into this and will get back to you as soon as possible.

>> Are you only interested in lower mainland ports, or would you like

>> information for Prince Rupert as well?

>> What is your deadline?

>>

>> Thank you,

>> Stefanie

>>

>> From:

>> Sent: February-10-15 11:58:03 AM (UTC-08:00) Pacific Time (US & Canada)

>> To: PAC, CBSA-Communications

>> Subject: Ports series

>>

>> I am working on a series of stories related to the Port of Vancouver.

>>

>> I was hoping to get some statistics on CBSA drug and contraband seizures

>> with any port connection over the last 5 years.

>>

>> And I was also hoping to do an interview with a CBSA official on the

>> agency's role in policing the ports areas in the region (I know you have

>> an office at Delta Port for example, but am not clear on the other ports

>> areas in the region.)

>>

>> Please let me know when this might be arranged.

>>

>> Thanks very much,

>>

>>

>>

>>

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 4, 2015 01:11 PM
To: Hryciuk, Mike
Subject: FW: Hoping we can confirm for Friday morning?

Hi Mike,

Please see message below.

I am awaiting final HQ approval but hope we can accommodate Friday morning.

As for photos - I know you mentioned that the port needs to grant permission, and that photos should not be taken in the secure area. I have left a message with them to check in about this.... I appreciate any additional background information you can provide on this front.

Thank you,
Stefanie

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Tél. cell. : ' Telec: 604-666-0830

-----Original Message-----

From:
Sent: March 4, 2015 12:17 PM
To: Wudel, Stefanie
Subject: Hoping we can confirm for Friday morning?

Insp. Mike Carlson now wants to meet out there (Delta Port) at the same time. That would be great for me if it works for you guys. Please let me know as soon as you can as I have to line up our photographer too.

Thanks,

From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]
Sent: March 3, 2015 4:17 PM
To:

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 4, 2015 11:48 AM
To: Chayeski, Joseph
Subject: RE: FOR APPROVAL UPDATED APPROACH: Interview Request - Vancouver Sun

Thank you!

Stefanie Wudel
Communications Advisor, Operations Branch
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Tél. cell. : / Telec: 604-666-0830

From: Chayeski, Joseph
Sent: March 4, 2015 11:37 AM
To: Wudel, Stefanie
Subject: Re: FOR APPROVAL UPDATED APPROACH: Interview Request - Vancouver Sun

No concerns.

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Wudel, Stefanie
Sent: Wednesday, March 04, 2015 01:40 PM Eastern Standard Time
To: Sidhu, Sonia; Linde, John
Cc: Bourque, Jennifer; Hryciuk, Mike; Chayeski, Joseph
Subject: FOR APPROVAL UPDATED APPROACH: Interview Request - Vancouver Sun

Hi everyone,

There have been a couple developments on this request:

1. HQ has suggested we add weapons stats, below for your approval please.
2. In speaking with the RCMP, they have suggested they join in the port tour. The RCMP spokesperson has not yet had the CBSA tour, and by having both a CBSA/RCMP spokes on site provides an opportunity to highlight the partnership in protecting our ports, and ensures the reporter's questions can be addressed (rather than referring to the other agency if outside the scope).

Mike Hryciuk is supportive of this approach and has been in touch with the RCMP spokesperson.
I will be sending on for HQ approval by 12:30 pm today, so please advise if you have concerns at your earliest convenience.

Thank you,
Stefanie

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From: Sidhu, Sonia
Sent: February 27, 2015 2:28 PM
To: Wudel, Stefanie; Linde, John
Cc: Bourque, Jennifer; Hryciuk, Mike
Subject: RE: For your approval: Interview Request - Vancouver Sun

Roslyn and John have approved.

From: Wudel, Stefanie
Sent: February 25, 2015 12:42 PM
To: Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer; Hryciuk, Mike
Subject: For your approval: Interview Request - Vancouver Sun
Importance: High

Hi John and Sonia,

We have a request from the Vancouver Sun to speak to someone about marine operations.

The reporter has been working for some time now on a story about the links between longshoremen and organized criminality. She has stated she has a list of current longshoreman with direct connections to gangs/criminal past. She is looking to get the big picture of this issue and would like information about CBSA's role's at the marine port. If possible, she would like to see in action what officers at marine ports do, how they target containers, what they find, etc. She has done extensive research on this topic, and I informed her we could not speculate on internal conspiracies but only speak to our work in the marine mode. This is an opportunity to speak about our operations and inform her (and the public) about the CBSA's role in protecting all ports of entry.

Chief Mike Hryciuk has offered to provide a tour of the marine operations and answer questions the reporter has about the operations. He does not want to be identified in the article, however, so we will negotiate this point with the reporter.

Please don't hesitate to get in touch if you would like to discuss.

Thank you,
Stefanie

Reactive Inquiry

Reporter:

Outlet: Vancouver Sun

Phone:

PROPOSED INTERVIEW DATE: March 9

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site.

Visuals (to be confirmed):

- Vehicle and Container Inspection Systems (VACIS),
- Heilmann Cargo Vision Mobile (HCVM),
- Remote Operated Vehicles (ROV)

Questions:

1. I was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years. (statistics provide on excel spreadsheet; please note 2014 largest seizure removed due to ongoing investigation)
2. What is the Agency's role in policing the ports areas in the region?

Proposed Response: (blue text taken from previously approved lines)

A2.

Key Messages:

- The CBSA is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA is mandated to protect our borders and our country, while facilitating the flow of legitimate goods. Our officers are vigilant when it comes to ensuring that our borders are not used for illegal activities, while facilitating legitimate trade and travel.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous Ports Of Entry (POE) where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these POE's are currently managed by the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis. CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a particle accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging

technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel detection in marine operations.”

What would tip off an officer to inspect a container?

A multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer.

Internal conspiracy

Although we cannot speculate, we can tell you that our officers are always on the lookout for illegal persons and goods.

Stefanie Wudel

Communications Advisor, Operations Branch

Canada Border Services Agency / Government of Canada

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Tél. cell. : / Telec: 604-666-0830

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 4, 2015 10:56 AM
To: Hryciuk, Mike
Subject: RE: FOR APPROVAL UPDATED APPROACH: Interview Request - Vancouver Sun

Ah I'm sorry!
You deserve all the credit!!

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

From: Hryciuk, Mike
Sent: March 4, 2015 10:56 AM
To: Wudel, Stefanie
Subject: RE: FOR APPROVAL UPDATED APPROACH: Interview Request - Vancouver Sun

Actually; the suggestion was from me....

From: Wudel, Stefanie
Sent: March 4, 2015 10:41 AM
To: Sidhu, Sonia; Linde, John
Cc: Bourque, Jennifer; Hryciuk, Mike; Chayeski, Joseph
Subject: FOR APPROVAL UPDATED APPROACH: Interview Request - Vancouver Sun
Importance: High

Hi everyone,

There have been a couple developments on this request:

1. HQ has suggested we add weapons stats, below for your approval please.
2. In speaking with the RCMP, they have suggested they join in the port tour. The RCMP spokesperson has not yet had the CBSA tour, and by having both a CBSA/RCMP spokes on site provides an opportunity to highlight the partnership in protecting our ports, and ensures the reporter's questions can be addressed (rather than referring to the other agency if outside the scope).

Mike Hryciuk is supportive of this approach and has been in touch with the RCMP spokesperson.
I will be sending on for HQ approval by 12:30 pm today, so please advise if you have concerns at your earliest convenience.

Thank you,
Stefanie

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 4, 2015 10:54 AM
To: Linde, John
Subject: RE: FOR APPROVAL UPDATED APPROACH: Interview Request - Vancouver Sun

Thank you!

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
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From: Linde, John
Sent: March 4, 2015 10:45 AM
To: Wudel, Stefanie
Cc: Sidhu, Sonia
Subject: RE: FOR APPROVAL UPDATED APPROACH: Interview Request - Vancouver Sun

Fine with me.
thx
John

From: Wudel, Stefanie
Sent: March 4, 2015 10:41 AM
To: Sidhu, Sonia; Linde, John
Cc: Bourque, Jennifer; Hryciuk, Mike; Chayeski, Joseph
Subject: FOR APPROVAL UPDATED APPROACH: Interview Request - Vancouver Sun
Importance: High

Hi everyone,

There have been a couple developments on this request:

1. HQ has suggested we add weapons stats, below for your approval please.
2. In speaking with the RCMP, they have suggested they join in the port tour. The RCMP spokesperson has not yet had the CBSA tour, and by having both a CBSA/RCMP spokes on site provides an opportunity to highlight the partnership in protecting our ports, and ensures the reporter's questions can be addressed (rather than referring to the other agency if outside the scope).

Mike Hryciuk is supportive of this approach and has been in touch with the RCMP spokesperson.
I will be sending on for HQ approval by 12:30 pm today, so please advise if you have concerns at your earliest convenience.

Wudel, Stefanie

From: Duncan Pound <Duncan.Pound@rcmp-grc.gc.ca>
Sent: March 4, 2015 09:52 AM
To: Wudel, Stefanie
Subject: Fwd: Re: Story re Ports
Attachments: Re: Story re Ports

Hi Stefanie - maybe we could touch base today - we received this heads up from CFSEU that the attached elements may be part of the Vancouver Sun story... Duncan

Duncan Pound, S/Sgt.
Advisory NCO to Deputy Crops Federal Policing "E" Division
#206-14200 Green Timbers Way
Surrey, BC V3T 6P3

Office (778)290-2520
Cell
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S.É.-m. Duncan Pound

S.-off. Conseiller de OREC adjoint, Police federale
Division E

Mailstop# 206 14200 Green Timbers Way
Surrey, (C.-B.) V3T 6P3
Téléphone: (778) 290-2520 Cellulaire:
Télécopieur: (778) 290-6108
Email: duncan.pound@rcmp-grc.gc.ca

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 4, 2015 08:59 AM
To: Linde, John
Subject: RE: FOR YOUR APPROVAL: Request for stats: Vancouver Sun interview request re: marine mode

Thank you!

Stefanie Wudel
Communications Advisor, Operations Branch
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Tél. cell. : / Telec: 604-666-0830

From: Linde, John
Sent: March 4, 2015 8:59 AM
To: Wudel, Stefanie
Cc: Hodge, Mandy; Bourque, Jennifer
Subject: RE: FOR YOUR APPROVAL: Request for stats: Vancouver Sun interview request re: marine mode

Approved.

Thanks

From: Wudel, Stefanie
Sent: March 4, 2015 8:35 AM
To: Linde, John
Cc: Hodge, Mandy; Bourque, Jennifer
Subject: FOR YOUR APPROVAL: Request for stats: Vancouver Sun interview request re: marine mode

Hi John,
HQ has requested we add weapons stats to the Vancouver Sun Marine inquiry.
Please see the numbers below, for your approval.
Thank you,
Stefanie

Stefanie Wudel
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Canada Border Services Agency / Government of Canada
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Tél. cell. : / Telec: 604-666-0830

From: Hodge, Mandy
Sent: March 3, 2015 10:48 PM
To: Wudel, Stefanie
Subject: Fw: Request for stats: Vancouver Sun interview request re: marine mode

Hi Stefanie,

Here you go...Susan has drilled down the numbers for the request.

Thanks!
Mandy

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Zatylny, Susan
Sent: Tuesday, March 03, 2015 02:49 PM Eastern Standard Time
To: Hodge, Mandy
Subject: RE: Request for stats: Vancouver Sun interview request re: marine mode

The table below shows marine mode for the Pacific Region which includes Metro Vancouver and West Coast Yukon.
Can we just give those numbers and tell them it is for both Metro and WC&Y, or do you want more detail? Never mind,
I pulled both as below.

From: Hodge, Mandy
Sent: March 3, 2015 10:05 AM

To: Zatylny, Susan

Subject: Re: Request for stats: Vancouver Sun interview request re: marine mode

Yes, they came from a data request that HD had prepared for a different reporter. Can Stefanie use these? I think its for all marine as opposed to the ports in question. I think that working off the blackberry, I may have cut off part of the email. Will send you a previous version.

Sent from my BlackBerry handheld.

Envoyé à partir de mon BlackBerry.

From: Zatylny, Susan

Sent: Tuesday, March 03, 2015 12:54 PM Eastern Standard Time

To: Hodge, Mandy

Subject: RE: Request for stats: Vancouver Sun Interview request re: marine mode

I am confused. Weapons stats are in the tables in the email below.

From: Hodge, Mandy

Sent: March 3, 2015 9:52 AM

To: Zatylny, Susan

Subject: Fw: Request for stats: Vancouver Sun interview request re: marine mode

Hi Susan,

Comms has received a further data request related to the narcotics stats you had previously provided. The reporter is also looking for all contraband. I.e. weapons.

We had previously provided general weapons stats for marine from another request. Can these be used for this request? If not, can you pull the weapons stats for this?

Thx!

Sent from my BlackBerry handheld.

Envoyé à partir de mon BlackBerry.

From: Wudel, Stefanie

Sent: Tuesday, March 03, 2015 12:37 PM Eastern Standard Time

To: Hodge, Mandy

Subject: RE: Request for stats: Vancouver Sun interview request re: marine mode

General numbers would be perfect.

We do have these numbers below from the CTV inquiry... Let me know if that is what you had in mind, or something more specific. Realistically we can provide general numbers and follow up if the reporter requires additional details. Let me know what you think.

Thank you!

Stefanie Wudel

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Tél. cell. : / Telec: 604-666-0830

From: Hodge, Mandy
Sent: March 3, 2015 9:34 AM
To: Wudel, Stefanie
Subject: RE: Request for stats: Vancouver Sun interview request re: marine mode

Will you need a breakdown of the major weapons? Knives, guns etc. It is more work, so if the reporter only needs general numbers, the data can be pulled faster.

The breakdown would be:

Firearms, Non-Restricted
Firearms, Restricted
Prohibited Firearms
Prohibited Devices
Prohibited Weapons
Firearm Parts Not Prohibited
Firearm Parts, Full Auto
Ammunition

From: Wudel, Stefanie
Sent: March 3, 2015 9:02 AM
To: Hodge, Mandy
Subject: RE: Request for stats: Vancouver Sun interview request re: marine mode

Yes please. I am with you on the contraband = drugs thing. According to HQ contraband = weapons.
A million thanks!

Stefanie Wudel
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Tél. cell. : / Telec: 604-666-0830

From: Hodge, Mandy
Sent: March 3, 2015 9:01 AM
To: Wudel, Stefanie
Subject: RE: Request for stats: Vancouver Sun interview request re: marine mode

Hi Stefanie,

Narcotics is contraband... did you want weapons?

From: Wudel, Stefanie
Sent: March 3, 2015 8:54 AM
To: Hodge, Mandy
Cc: Argue, Sydney; Bourque, Jennifer
Subject: Request for stats: Vancouver Sun interview request re: marine mode

Hi Mandy,
We have another request for stats.
Could we please have the stats for 2010-2014 marine ports (same fields as attached) but for contraband? I don't know how contraband would be divided... so quantity may not be relevant as "contraband" could mean any number of items. Please let me know what break-down would be best to capture contraband in the marine mode.
This item is more urgent, as it is coupled with an interview request we are working to accommodate this week.
If possible, getting these numbers in the next day or so would be great.

Many thanks!
Best,
Stefanie

Reporter:

Outlet: Vancouver Sun

Phone:

PROPOSED INTERVIEW DATE: March 4, 5 or 6 (pending spokesperson availability - TBC)

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site.

Visuals:

- Large Scale Imaging equipment:
 - o Vehicle and Container Inspection Systems (VACIS)
 - o Heimann Cargo Vision Mobile (HCVM)
- Tour of terminal property

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find attached the requested marine seizure statistics for 2010-2014. Stats only include drug seizure stats though her questions is about drugs and contraband.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

- The CBSA is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA is mandated to protect our borders and our country, while facilitating the flow of legitimate goods. Our officers are vigilant when it comes to ensuring that our borders are not used for illegal activities, while facilitating legitimate trade and travel.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous Ports Of Entry (POE) where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these POE's are currently managed by the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis.

CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

The CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVI), which uses a particle accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific

marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel detection in marine operations.”

What would tip off an officer to inspect a container?

A multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer.

Internal conspiracy

Although we cannot speculate, we can tell you that our officers are always on the lookout for illegal persons and goods. Is this for CBSA to address or should we refer to RCMP as they are the lead on organized crime at the port.

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 4, 2015 08:34 AM
To: Hodge, Mandy
Subject: RE: Request for stats: Vancouver Sun interview request re: marine mode

This is awesome – thank you!

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: / Fax: 604-666-0830

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From: Hodge, Mandy
Sent: March 3, 2015 10:48 PM
To: Wudel, Stefanie
Subject: Fw: Request for stats: Vancouver Sun interview request re: marine mode

Hi Stefanie,

Here you go...Susan has drilled down the numbers for the request.

Thanks!
Mandy

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Zatylny, Susan
Sent: Tuesday, March 03, 2015 02:49 PM Eastern Standard Time
To: Hodge, Mandy
Subject: RE: Request for stats: Vancouver Sun interview request re: marine mode

The table below shows marine mode for the Pacific Region which includes Metro Vancouver and West Coast Yukon.
Can we just give those numbers and tell them it is for both Metro and WC&Y, or do you want more detail? Never mind,
I pulled both as below.

Wudel, Stefanie

From:
Sent: March 3, 2015 04:27 PM
To: Wudel, Stefanie
Subject: RE: Hi again Stefanie

Friday morning works up to 1:45. Then i have another interview set up.

From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]
Sent: March 3, 2015 4:17 PM
To:
Subject: RE: Hi again Stefanie

Hi

Still waiting... I am crossing my fingers for Friday - does that still work for you? I should have final confirmation tomorrow.

Thanks for your patience!!
Best,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
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Tél. cell. : / Telec: 604-666-0830

-----Original Message-----

From:
Sent: March 3, 2015 3:27 PM
To: Wudel, Stefanie
Subject: RE: Hi again Stefanie

Any progress on security a day and time for this? I am now tied up Thursday morning with Port Metro Vancouver.

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 3, 2015 03:52 PM
To: Deveau, Pierre; PAC, CBSA-Communications
Cc: Bailey, Esme; Giolti, Patrizia
Subject: RE: For review and approval Vancouver Sun interview marine seizures

Thank you Pierre!
I am fine with the changes.

On a different note I am vetting the export question through our ops as we speak.
Thank you,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
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Tél. cell. : / Telec: 604-666-0830

From: Deveau, Pierre
Sent: March 3, 2015 12:24 PM
To: Wudel, Stefanie; PAC, CBSA-Communications
Cc: Giolti, Patrizia; Bailey, Esme
Subject: FW: For review and approval Vancouver Sun interview marine seizures

Hi Stefanie,

Ran the proposed messaging with the Commercial Program Directorate and they have proposed minor edits in red text below.

Can you please review and confirm if you are ok with these proposed changes?

Thanks,
Pierre

Reporter:
Outlet: Vancouver Sun
Phone:
PROPOSED INTERVIEW DATE: March 4, 5 or 6 (pending spokesperson availability - TBC)

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site.

Visuals:

- Large Scale Imaging equipment:
 - o Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - o Heilmann Cargo Vision Mobile (HCVM)
- Tour of terminal property
 - No photos will be taken

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find attached the requested marine seizure statistics for 2010-2014. PAC Region to provide updated stats on drug and contraband seizures.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

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information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

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What would tip off an officer to inspect a container?

A multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer.

Internal conspiracy

Questions regarding internal conspiracy are best addressed by the RCMP.

Pierre Deveau

Media Relations Spokesperson | Porte-parole des relations avec les médias

Corporate Affairs Branch | Direction générale des services intégrés

Canada Border Services Agency | Agence des services frontaliers du Canada

Government of Canada | Gouvernement du Canada

pierre.deveau@cbsa-asfc.gc.ca

Tel/Tél 613-948-3193 | Facsimile/Télécopieur 613-952-1797

Wudel, Stefanie

From: Deveau, Pierre
Sent: March 3, 2015 09:01 AM
To: Wudel, Stefanie
Subject: RE: For regional action: Vancouver Sun interview request re: marine mode

Sounds good, merci!

From: Wudel, Stefanie
Sent: March 3, 2015 12:00 PM
To: Deveau, Pierre
Subject: RE: For regional action: Vancouver Sun interview request re: marine mode

Thank you Pierre. I have send the request to our programs!

Best,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
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From: Deveau, Pierre
Sent: March 3, 2015 6:34 AM
To: Wudel, Stefanie
Subject: RE: For regional action: Vancouver Sun interview request re: marine mode

Hi Stefanie,
The provided stats only include drug seizure stats though the reporter's question is about drugs and contraband. They will need to be included.

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find attached the requested marine seizure statistics for 2010-2014.

Pierre

From: Wudel, Stefanie
Sent: March 2, 2015 4:19 PM
To: Deveau, Pierre
Cc: Bailey, Esme; Guilbert-Wolff, Line; Giolti, Patrizia
Subject: RE: For regional action: Vancouver Sun interview request re: marine mode

Hi Pierre,

For the internal conspiracy qu – yes, we can refer to the RCMP.

As for photos, permission is required from the terminal property to take photos; as such we will not be allowing any photos at all.

Thank you!

Best,

Stefanie

Stefanie Wudel

Communications Advisor, Operations Branch

Canada Border Services Agency / Government of Canada

Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071

Cel.: / Fax: 604-666-0830

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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071

Tél. cell. : / Telec: 604-666-0830

From: Deveau, Pierre

Sent: March 2, 2015 11:18 AM

To: Wudel, Stefanie

Cc: Bailey, Esme; Guibert-Wolff, Line; Giolti, Patrizia

Subject: For regional action: Vancouver Sun interview request re: marine mode

Hi Stefanie,

A few additional comments on the query.

Marine seizure stats: As we don't release values, we should not include in stats. I have removed.

Also, for questions relating to internal conspiracy, would this be better addressed by the RCMP? Please advise.

For the visuals, is reporter being allowed to take photos? Will CBSA staff be photographed?

Thanks,

Pierre

Reporter:

Outlet: Vancouver Sun

Phone:

PROPOSED INTERVIEW DATE: March 4, 5 or 6 (pending spokesperson availability - TBC)

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site.

Visuals:

- Large Scale Imaging equipment:
 - o Vehicle and Container Inspection Systems (VACIS)
 - o Heilmann Cargo Vision Mobile (HCVM)
- Tour of terminal property

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find attached the requested marine seizure statistics for 2010-2014. Stats only include drug seizure stats though her questions is about drugs and contraband.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

- The CBSA is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA is mandated to protect our borders and our country, while facilitating the flow of legitimate goods. Our officers are vigilant when it comes to ensuring that our borders are not used for illegal activities, while facilitating legitimate trade and travel.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous Ports Of Entry (POE) where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these POE's are currently managed by the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis.

CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

The CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a particle accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel detection in marine operations."

What would tip off an officer to inspect a container?

A multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer.

Internal conspiracy

Although we cannot speculate, we can tell you that our officers are always on the lookout for illegal persons and goods. Is this for CBSA to address or should we refer to RCMP as they are the lead on organized crime at the port.

Wudel, Stefanie

From: Hodge, Mandy
Sent: March 3, 2015 09:01 AM
To: Wudel, Stefanie
Subject: RE: Request for stats: Vancouver Sun interview request re: marine mode

Hi Stefanie,

Narcotics is contraband... did you want weapons?

From: Wudel, Stefanie
Sent: March 3, 2015 8:54 AM
To: Hodge, Mandy
Cc: Argue, Sydney; Bourque, Jennifer
Subject: Request for stats: Vancouver Sun interview request re: marine mode

Hi Mandy,

We have another request for stats.

Could we please have the stats for 2010-2014 marine ports (same fields as attached) but for contraband? I don't know how contraband would be divided... so quantity may not be relevant as "contraband" could mean any number of items. Please let me know what break-down would be best to capture contraband in the marine mode.

This item is more urgent, as it is coupled with an interview request we are working to accommodate this week. If possible, getting these numbers in the next day or so would be great.

Many thanks!

Best,
Stefanie

Reporter:
Outlet: Vancouver Sun
Phone:
PROPOSED INTERVIEW DATE: March 4, 5 or 6 (pending spokesperson availability - TBC)

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site.

Visuals:

- Large Scale Imaging equipment:
 - o Vehicle and Container Inspection Systems (VACIS)
 - o Heimann Cargo Vision Mobile (HCVM)
- Tour of terminal property

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 2, 2015 10:19 AM
To: Deveau, Pierre
Cc: Bailey, Esme; Guibert-Wolff, Line; Giolti, Patrizia; Bourque, Jennifer
Subject: RE: Interview Request - Vancouver Sun

Hi Pierre,

I just spoke with the RCMP – they have been contacted and are planning to accommodate an interview. I advised we were speaking to our role at the marine ports and not speculate on trends/criminal matters.

Thank you!
Best,
Stefanie

Stefanie Wudel
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Tél. cell. : / Téléc: 604-666-0830

From: Deveau, Pierre
Sent: March 2, 2015 9:55 AM
To: Wudel, Stefanie
Cc: Bailey, Esme; Guibert-Wolff, Line; Giolti, Patrizia
Subject: RE: Interview Request - Vancouver Sun

Hi Stefanie,

Couple of questions/comments on this interview request.

- 1) Can you please advise as to your deadline for a response? Imagine that you will need an approved response by Tuesday as interview could take place as early as Wednesday. Or has a specific time been confirmed since request was sent?
- 2) Please confirm that the Chief's interview is for background information only, and not for attribution.
- 3) Has Pacific region contacted the port authority and/or RCMP? Have they advised if they will accommodate interviews?

Thanks,
Pierre

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 2, 2015 10:03 AM
To: Deveau, Pierre
Cc: Bailey, Esme; Guibert-Wolff, Line; Giolti, Patrizia; Bourque, Jennifer
Subject: RE: Interview Request - Vancouver Sun

Hi Pierre,

Responses to your questions below.

Thank you!
best,
Stefanie

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From: Deveau, Pierre
Sent: March 2, 2015 9:55 AM
To: Wudel, Stefanie
Cc: Bailey, Esme; Guibert-Wolff, Line; Giolti, Patrizia
Subject: RE: Interview Request - Vancouver Sun

Hi Stefanie,

Couple of questions/comments on this interview request.

- 1) Can you please advise as to your deadline for a response? Imagine that you will need an approved response by Tuesday as interview could take place as early as Wednesday. Or has a specific time been confirmed since request was sent? – No, a time has not yet been confirmed. The Chief has indicated he is available Wednesday – Friday this week; the reporter is flexible in terms of dates. Approval by tomorrow or Wednesday would be ideal.
- 2) Please confirm that the Chief's interview is for background information only, and not for attribution. Yes, the Chief's interview will provide an overview of the operations/ detection tools, but follow-up questions and qu's for attribution will be addressed by comms.
- 3) Has Pacific region contacted the port authority and/or RCMP? Have they advised if they will accommodate interviews? I did advise the Port Authority about the inquiry, and at the time they had not been contacted by the reporter. I will contact the RCMP today.

Wudel, Stefanie

From:
Sent: March 2, 2015 09:56 AM
To: Wudel, Stefanie
Subject: RE: Hi again Stefanie

Yes any of those days would be great.

Thanks,

From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]
Sent: March 2, 2015 9:43 AM
To:
Subject: RE: Hi again Stefanie

Hi

I am waiting to hear back to confirm the interview - would this Wednesday, Thursday or Friday work for you?

I have sent our regional stats to be verified, and will provide those as soon as I have them back.

Thank you!
Best,
Stefanie

-----Original Message-----

From:
Sent: March 2, 2015 9:34 AM
To: Wudel, Stefanie
Subject: Hi again Stefanie

Just wondering if logistics have been worked out yet for our meeting sometime next week?

And would it be possible to get some of the statistical information this week?

Thanks,

From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]
Sent: February 25, 2015 12:29 PM

Wudel, Stefanie

From: Sidhu, Sonia
Sent: February 27, 2015 02:28 PM
To: Wudel, Stefanie; Linde, John
Cc: Bourque, Jennifer; Hryciuk, Mike
Subject: RE: For your approval: Interview Request - Vancouver Sun

Roslyn and John have approved.

From: Wudel, Stefanie
Sent: February 25, 2015 12:42 PM
To: Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer; Hryciuk, Mike
Subject: For your approval: Interview Request - Vancouver Sun
Importance: High

Hi John and Sonia,

We have a request from the Vancouver Sun to speak to someone about marine operations.

The reporter has been working for some time now on a story about the links between longshoremen and organized criminality. She has stated she has a list of current longshoremen with direct connections to gangs/criminal past. She is looking to get the big picture of this issue and would like information about CBSA's role's at the marine port. If possible, she would like to see in action what officers at marine ports do, how they target containers, what they find, etc. She has done extensive research on this topic, and I informed her we could not speculate on internal conspiracies but only speak to our work in the marine mode. This is an opportunity to speak about our operations and inform her (and the public) about the CBSA's role in protecting all ports of entry.

Chief Mike Hryciuk has offered to provide a tour of the marine operations and answer questions the reporter has about the operations. He does not want to be identified in the article, however, so we will negotiate this point with the reporter.

Please don't hesitate to get in touch if you would like to discuss.
Thank you,
Stefanie

Reactive Inquiry

Reporter:
Outlet: Vancouver Sun
Phone:
PROPOSED INTERVIEW DATE: March 9

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site.

Visuals (to be confirmed):

- Vehicle and Container Inspection Systems (VACIS),
- Heimann Cargo Vision Mobile (HCVM),
- Remote Operated Vehicles (ROV)

Questions:

1. I was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years. (statistics provide on excel spreadsheet; please note 2014 largest seizure removed due to ongoing investigation)
2. What is the Agency's role in policing the ports areas in the region?

Proposed Response: (blue text taken from previously approved lines)

A2.

Key Messages:

- The CBSA is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA is mandated to protect our borders and our country, while facilitating the flow of legitimate goods. Our officers are vigilant when it comes to ensuring that our borders are not used for illegal activities, while facilitating legitimate trade and travel.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous Ports Of Entry (POE) where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these POE's are currently managed by the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's Inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis. CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heilmann Cargo Vision Mobile (HCVM), which uses a particle accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel detection in marine operations."

What would tip off an officer to inspect a container?

A multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer.

Internal conspiracy

Although we cannot speculate, we can tell you that our officers are always on the lookout for illegal persons and goods.

Stefanie Wudel

Communications Advisor, Operations Branch

Canada Border Services Agency / Government of Canada

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Wudel, Stefanie

From: Wudel, Stefanie
Sent: February 27, 2015 09:40 AM
To: Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: RE: For your approval: Interview Request - Vancouver Sun

Yes, these are the questions:

Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

As the tour will be of the lower mainland ports, we have focused on those areas.

I have advised that our officer does not want to be identified, and will simply be providing a tour/show and tell. If, after the tour, she has additional questions or would like an official quote, she will come back through communications for a response.

Please let me know if you require any additional information!

Best,
Stefanie

Stefanie Wudel
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From: Sidhu, Sonia
Sent: February 26, 2015 4:45 PM
To: Wudel, Stefanie
Cc: Bourque, Jennifer
Subject: RE: For your approval: Interview Request - Vancouver Sun

Hi Stef,

Will Kim be providing the questions in advance?

Sonia

From: Wudel, Stefanie
Sent: February 25, 2015 12:42 PM
To: Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer; Hryciuk, Mike

Wudel, Stefanie

From: Wudel, Stefanie
Sent: February 25, 2015 02:20 PM
To: Morancy, Al
Subject: RE: For your approval: Interview Request - Vancouver Sun

Thank you!

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
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From: Morancy, Al
Sent: February 25, 2015 2:10 PM
To: Wudel, Stefanie
Subject: Re: For your approval: Interview Request - Vancouver Sun

Approved. Al

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Wudel, Stefanie
Sent: Wednesday, February 25, 2015 04:17 PM Eastern Standard Time
To: Morancy, Al
Cc: Bourque, Jennifer
Subject: For your approval: Interview Request - Vancouver Sun

Hi Al,

Apologies for not including you on this message. Mike mentioned that he spoke with you on this topic. Please let me know if you approve the approach and content.

Thank you,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: / Fax: 604-666-0830

Conseillère en communications, Direction générale des opérations

Wudel, Stefanie

From:
Sent: February 25, 2015 12:53 PM
To: Wudel, Stefanie
Subject: Re: Just wondering if there is any news about a possible site tour re: Port series?

Thanks

Sent from my iPhone

> On Feb 25, 2015, at 12:29 PM, Wudel, Stefanie <Stefanie.Wudel@cbsa-asfc.gc.ca> wrote:

>

> I think that could be a good compromise! Worst case scenario, you can quote me ;)

>

> I hope to have a date confirmed by the end of the week.

>

> Thank you

> Best,

> Stefanie

>

> Stefanie Wudel

> Communications Advisor, Operations Branch

> Canada Border Services Agency / Government of Canada

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> Tél. cell. : / Telec: 604-666-0830

>

>

> -----Original Message-----

> From:

> Sent: February 25, 2015 12:24 PM

> To: Wudel, Stefanie

> Subject: RE: Just wondering if there is any news about a possible site tour re: Port series?

>

> March 23 would be too late for sure.

>

> I would have to raise the issue with editors about him not wanting to be identified by name in a story. As for photos, we never include people who don't want to be in them for whatever reason - so that's not a problem.

>

> Even if I get some info from him on background, we would need some official quotes from someone else who would be named on some of the major points (but we could do that via email after.)

>

> Would that work?

>

> Thanks,

Wudel, Stefanie

From: Wudel, Stefanie
Sent: February 25, 2015 08:34 AM
To: Hryciuk, Mike
Subject: RE: Interview Request - Vancouver Sun

Hi Mike,

We will move forward our approach, as discussed yesterday. Could you please provide some examples of items that could be displayed/areas that may be accessed as part of the tour? We will need to explain the different visuals and areas that may be accessible to the reporter. Communications will also be on site during the interview/display.

Thank you,
Stefanie

Stefanie Wudel
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From: Wudel, Stefanie
Sent: February 23, 2015 9:18 AM
To: Hryciuk, Mike; Pinvidic, Colleen
Cc: PAC, CBSA-Communications; Bourque, Jennifer; Linde, John
Subject: Interview Request - Vancouver Sun
Importance: High

Good morning Mike and Colleen,

We have a request from the Vancouver Sun to speak to someone about marine operations.

The reporter has been working for some time now on a story about the links between longshoremen and organized criminality. She has stated she has a list of current longshoremen with direct connections to gangs/criminal past. She is looking to get the big picture of this issue and would like information about CBSA's role's at the marine port. If possible, she would like to see in action what officers at marine ports do, how they target containers, what they find, etc. She has done extensive research on this topic, and I informed her we could not speculate on internal conspiracies but only speak to our role in the marine mode.

I know Steve Johnson has accommodated interview requests like this in the past, so we would like to check in with you to see if he (or anyone else) would be available to do the interview, and perhaps a display of some of the detection technology?

We would aim to do the interview during the week of March 2.

Wudel, Stefanie

From: Wudel, Stefanie
Sent: February 24, 2015 10:02 AM
To: Pinvidic, Colleen
Subject: RE: Interview Request - Vancouver Sun

Thank you Colleen!
Best,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
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Conseillère en communications, Direction générale des opérations
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Tél. cell. : / Telec: 604-666-0830

From: Pinvidic, Colleen
Sent: February 23, 2015 10:20 AM
To: Wudel, Stefanie
Subject: Re: Interview Request - Vancouver Sun

Hi Stefanie
I can't read all of this on my blackberry but give the dock focus, it sounds like this is best left to Mike's shop for consideration.

Thanks
Colleen

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Wudel, Stefanie
Sent: Monday, February 23, 2015 12:17 PM Eastern Standard Time
To: Hryciuk, Mike; Pinvidic, Colleen
Cc: PAC, CBSA-Communications; Bourque, Jennifer; Linde, John
Subject: Interview Request - Vancouver Sun

Good morning Mike and Colleen,

We have a request from the Vancouver Sun to speak to someone about marine operations.

The reporter has been working for some time now on a story about the links between longshoremen and organized criminality. She has stated she has a list of current longshoreman with direct connections to gangs/criminal past. She is looking to get the big picture of this issue and would like information about CBSA's role's at the marine port. If possible, she would like to see in action what

Wudel, Stefanie

From: Ward, Sean
Sent: February 23, 2015 09:47 AM
To: Wudel, Stefanie; Bubas, Dan
Cc: Bourque, Jennifer
Subject: RE: For Review and Input Please - Media Request

On the Island:

200 cruise ships arriving with 500,000 passengers and 225,000 crew.

over 1800 Ferries every year, arriving with 80,000 vehicles and 370,000 passengers.

approximately 1000 Commercial Vessels every year, including freighters, tug and tow, and Fishing Vessels.

Over 1500 Sea Planes arrive every year carrying approximately 10,000 passengers.

over 14,000 private vessels carrying over 38,000 passengers.

Hope this helps.

Chief, West Coast & Yukon District
Canada Border Services Agency / Government of Canada
sean.ward@cbsa-asfc.gc.ca / Tel : 250-363-0320 / TTY : 866-335-3237

Chef, District de la Côte Ouest et du Yukon
Agence des services frontaliers du Canada / Gouvernement du Canada
sean.ward@cbsa-asfc.gc.ca / Tél: 250-363-0320 / ATS : 866-335-3237

From: Wudel, Stefanie
Sent: February 19, 2015 2:32 PM
To: Ward, Sean; Bubas, Dan
Cc: Bourque, Jennifer
Subject: RE: For Review and Input Please - Media Request

Sounds good! The ROV must be up there for coolest piece of technology;)

I have added: "The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel detection in marine operations." Please let me know if that works.

As for specific information for Vancouver Island, can you please provide a summary of marine-related services provided there? For example, marine reporting sites for private vessels, cruise ship terminal, etc?

Thank you so much!

Best,

Stefanie

Stefanie Wudel
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From: Ward, Sean
Sent: February 19, 2015 12:48 PM
To: Wudel, Stefanie; Bubas, Dan
Cc: Bourque, Jennifer
Subject: RE: For Review and Input Please - Media Request

Looks good, I would suggest including the ROV for detection technology, What is cooler than a mini submarine searching vessel hulls for parasitic attachments?

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Canada Border Services Agency / Government of Canada
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From: Wudel, Stefanie
Sent: February 19, 2015 12:44 PM
To: Ward, Sean; Bubas, Dan
Cc: Bourque, Jennifer
Subject: For Review and Input Please - Media Request
Importance: High

Hi Dan and Sean,

We have a call from the Vancouver Sun about drug smuggling through our marine ports. The reporter would like information about our role across the region. Metro has inputted some information below, but I have highlighted a section for your input please.

Most of the response is taken from previously approved lines and speaks generally to our role at marine ports. I would appreciate your feedback and comments by noon tomorrow please.

Please don't hesitate to get in touch if you would like to discuss.

I hope you are both doing well!

Thank you,

Stefanie

Reactive Inquiry:

Reporter:

Outlet: Vancouver Sun

Phone:

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter writes about gangs for her blog with the Vancouver Sun.

Approach: Decline interview request and provide the following response by email.

Questions:

1. I was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years. (statistics provide on excel spreadsheet attached)
2. What is the Agency's role in policing the ports areas in the region?

Proposed Response: (blue text taken from previously approved lines)

A2.

The CBSA is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada. The CBSA is mandated to protect our borders and our country, while facilitating the flow of legitimate goods. Our officers are vigilant when it comes to ensuring that our borders are not used for illegal activities, while facilitating legitimate trade and travel. The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.

The CBSA's Marine Enforcement Teams (MET) work at numerous Ports Of Entry (POE) where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these POE's are currently managed by the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

On the West Coast and Yukon:

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis.

CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further

examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heilmann Cargo Vision Mobile (HCVI), which uses a particle accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats. The CBSA also utilizes **Remote Operated Vehicles (ROV)** for under-vessel detection in marine operations.

Wudel, Stefanie

From: Bubas, Dan
Sent: February 23, 2015 09:24 AM
To: Wudel, Stefanie
Subject: RE: For Review and Input Please - Media Request

Thanks Stefanie

Dan Bubas

Chief, Prince Rupert Marine and Container Operations
Canada Border Services Agency / Government of Canada
Dan.Bubas@cbsa-asfc.gc.ca / Tel: 250-627-3026 / TTY: 866-335-3237

Chef, Opérations maritimes et des conteneurs de Prince Rupert
Agence des services frontaliers du Canada / Gouvernement du Canada
Dan.Bubas@cbsa-asfc.gc.ca / Tél. : 250-627-3026 / ATS : 866-335-3237

From: Wudel, Stefanie
Sent: February-23-15 9:07 AM
To: Bubas, Dan; Ward, Sean
Cc: Bourque, Jennifer
Subject: RE: For Review and Input Please - Media Request

Good catch!

Yes, we can remove that no problem.

Thank you both so much!

Best,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
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Tél. cell. : / Telec: 604-666-0830

From: Bubas, Dan
Sent: February 19, 2015 3:08 PM
To: Wudel, Stefanie; Ward, Sean
Cc: Bourque, Jennifer
Subject: RE: For Review and Input Please - Media Request
Importance: High

I just noticed the opium seizure on this attachment – we still have not done a press release due to the ongoing investigation. Could we please eliminate that line? Thanks – Intel has asked us not to disclose this seizure yet.

Dan Bubas

Chief, Prince Rupert Marine and Container Operations
Canada Border Services Agency / Government of Canada
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Chef, Opérations maritimes et des conteneurs de Prince Rupert
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Dan.Bubas@cbsa-asfc.gc.ca / Tél. : 250-627-3026 / ATS : 866-335-3237

From: Wudel, Stefanie
Sent: February-19-15 12:44 PM
To: Ward, Sean; Bubas, Dan
Cc: Bourque, Jennifer
Subject: For Review and Input Please - Media Request
Importance: High

Hi Dan and Sean,

We have a call from the Vancouver Sun about drug smuggling through our marine ports. The reporter would like information about our role across the region. Metro has inputted some information below, but I have highlighted a section for your input please.

Most of the response is taken from previously approved lines and speaks generally to our role at marine ports. I would appreciate your feedback and comments by noon tomorrow please.

Please don't hesitate to get in touch if you would like to discuss.

I hope you are both doing well!

Thank you,

Stefanie

Reactive Inquiry:

Reporter:

Outlet: Vancouver Sun

Phone:

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter writes about gangs for her blog with the Vancouver Sun.

Approach: Decline interview request and provide the following response by email.

Questions:

1. I was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years. (statistics provide on excel spreadsheet attached)
2. What is the Agency's role in policing the ports areas in the region?

Proposed Response: (blue text taken from previously approved lines)

A2.

The CBSA is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada. The CBSA is mandated to protect our borders and our country, while facilitating the flow of legitimate goods. Our officers are vigilant when it comes to ensuring that our borders are not used for illegal activities, while facilitating legitimate trade and travel. The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.

The CBSA's Marine Enforcement Teams (MET) work at numerous Ports Of Entry (POE) where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these POE's are currently managed by the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

On the West coast and Yukon:

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis.

CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a particle accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Wudel, Stefanie

From: Wudel, Stefanie
Sent: February 19, 2015 04:52 PM
To: Wudel, Stefanie
Subject: Request for spokesperson / Detection technology display

Hi everyone,

We have a request from the Vancouver Sun to speak to someone about marine operations.

The reporter has been working for some time now on a story about the links between longshoremen and organized criminality. She is looking to get the big picture of this issue and would like information about CBSA's role's at the marine port. If possible, she would like to see in action what officers at marine ports do, how they target containers, what they find, etc.

I know Steve Johnson has accommodated interview requests like this in the past, so we would like to check in with you to see if he (or anyone else) would be available to do the interview, and perhaps a display of some of the detection technology.

We are in the process of finalizing the media lines, but the draft is below for your reference.

What is the CBSA's role at Marine Ports?

The CBSA is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada. The CBSA is mandated to protect our borders and our country, while facilitating the flow of legitimate goods. Our officers are vigilant when it comes to ensuring that our borders are not used for illegal activities, while facilitating legitimate trade and travel. The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.

The CBSA's Marine Enforcement Teams (MET) work at numerous Ports Of Entry (POE) where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these POE's are currently managed by the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

[Awaiting input from Vancouver Island/Prince Rupert]

What is the daily work of the marine officers like?

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis.

CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

How do you target containers?

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a particle accelerator to produce the radiation which then produces the image as well as x-ray tools.

What tools do you use to find narcotics?

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel detection in marine operations."

Are you aware that the ports are being used to smuggle narcotics?

Stefanie Wudel
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Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 4, 2015 03:39 PM
To: Hryciuk, Mike
Subject: FW: Hoping we can confirm for Friday morning?

For your consideration re: photos.

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
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-----Original Message-----

From:
Sent: March 4, 2015 3:35 PM
To: Wudel, Stefanie
Subject: Re: Hoping we can confirm for Friday morning?

We need some photos. Can't we just make sure we're in a more public area for photos?

And what about the machine for screening containers? Can't we get pictures of that?

Photos are essential for this series. Surely we could work something out, especially now that Mike Carlson suggested I interview him out there too and I'll need his photo.

I was hoping to be out here at 9 or 9:30 if that works?

Sent from my iPhone

> On Mar 4, 2015, at 3:29 PM, Wudel, Stefanie <Stefanie.Wudel@cbsa-asfc.gc.ca> wrote:

>

> Hi

>

> I think we will be good for Friday morning - waiting on final confirmation on our end. I will be able to confirm tomorrow. Was there a specific time you were planning for?

>

> As the area the areas we will be touring are highly secure, we have been advised that no photography is permitted.

>

>

> Thank you!

Wudel, Stefanie

From: Deveau, Pierre
Sent: March 5, 2015 06:08 AM
To: Wudel, Stefanie
Cc: Bourque, Jennifer
Subject: Vancouver Sun interview marine
Attachments: Marine Seizure Stats 2010_2014.xlsx

Hi Stefanie,

Any news on RCMP joining the tour? If they do join, we will need to see a revised scenario. Will you be submitting a joint scenario? What is their role? What will they be speaking to? Etc.

Would like to put this scenario to rest by COB today if possible.

I have included the latest version of the scenario. Please see comments on last question below (highlighted).
Thanks for following up.

Pierre

Reporter:
Outlet: Vancouver Sun
Phone:
PROPOSED INTERVIEW DATE: March 4, 5 or 6 (pending spokesperson availability - TBC)

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site.

Visuals:

- Large Scale Imaging equipment:
 - o Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - o Heimann Cargo Vision Mobile (HCVM)
- Tour of terminal property
 - No photos will be taken

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find attached the requested drug and contraband seizure statistics in the marine mode for 2010-2014.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

- The Canada Border Services Agency (CBSA) is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA ensures the security and prosperity of Canada by managing the access of people and goods to and from Canada. Keeping Canada's border open to travel and trade but closed to crime requires the Canada Border Services Agency to manage border operations effectively.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous reporting sites where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these reporting sites are currently under the jurisdiction of the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis.

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In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

The CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

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Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a linear accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel examination in marine operations."

What would tip off an officer to inspect a container? (recommend revising as proposed response is vague) Could include info from Marine containers query.

Most goods being exported from Canada must be reported, to ensure that exporters and carriers comply with national policies, processes, procedures, regulations and legislation related to exporting commercial goods. Additionally, the CBSA helps maintain Canada's trade reputation by ensuring that exports comply with international agreements and conventions signed by Canada.

Whether reviewing a container is being imported or exported, a multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer or exporter.

Internal conspiracy

Questions regarding internal conspiracy are best addressed by the RCMP.

Pierre Deveau

Media Relations Spokesperson | Porte-parole des relations avec les médias

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Wudel, Stefanie

From: Chayeski, Joseph
Sent: March 5, 2015 08:57 AM
To: Wudel, Stefanie
Subject: Re: URGENT for your approval please: Vancouver Sun interview marine

Looks fine to me.

J.J.

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Wudel, Stefanie
Sent: Thursday, March 05, 2015 11:28 AM Eastern Standard Time
To: Hryciuk, Mike; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: URGENT for your approval please: Vancouver Sun interview marine

Hi everyone,

Please find the revised interview request below. I have highlighted the new content.

We would like to confirm the interview as soon as possible, so I appreciate your quick response.

Many thanks.
Stefanie

Reporter:
Outlet: Vancouver Sun
Phone:
PROPOSED INTERVIEW DATE: Friday March 6 @ 9:30 am
Location: Delta Port

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun. The RCMP has been approached by the reporter as well, and they will join on the tour to answer questions related to the RCMP's role at the marine ports.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site. RCMP spokesperson Insp. Mike Carlson will be on site for the tour to answer questions about the RCMP's role.

Visuals:

- Large Scale Imaging equipment:

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 5, 2015 09:05 AM
To: Hryciuk, Mike
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Thank you!

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: / Fax: 604-666-0830

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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

From: Hryciuk, Mike
Sent: March 5, 2015 9:04 AM
To: Wudel, Stefanie; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Works for me.

From: Wudel, Stefanie
Sent: March 5, 2015 8:29 AM
To: Hryciuk, Mike; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: URGENT for your approval please: Vancouver Sun interview marine
Importance: High

Hi everyone,

Please find the revised interview request below. I have highlighted the new content.

We would like to confirm the interview as soon as possible, so I appreciate your quick response.

Many thanks,
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Reporter:
Outlet: Vancouver Sun
Phone:
PROPOSED INTERVIEW DATE: Friday March 6 @ 9:30 am
Location: Delta Port

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Visuals:

- Large Scale Imaging equipment:
 - o Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - o Heimann Cargo Vision Mobile (HCVM)
- Tour of terminal property
 - No photos will be taken in the secure areas

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find attached the requested drug and contraband seizure statistics in the marine mode for 2010-2014.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

- The Canada Border Services Agency (CBSA) is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA ensures the security and prosperity of Canada by managing the access of people and goods to and from Canada. Keeping Canada's border open to travel and trade but closed to crime requires the Canada Border Services Agency to manage border operations effectively.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.
- The Canada Border Services Agency routinely conducts comprehensive risk assessments and targeting, deploys state-of-the-art technology and experienced front-line officers while continually working with its partners in border security.
- Marine Security policy and regulatory development is led by Transport Canada. This responsibility is a collective effort, involving many partners including Transport Canada, the Canada Border Services Agency, the Royal Canadian Mounted Police and the police of local jurisdiction.
- The Canada Border Services Agency is committed to working together with its partners to protect security at marine ports.
- The Canada Border Services Agency is an active partner in a number of joint force initiatives that support security at marine ports including: Integrated Border Enforcement Teams (IBETs); Marine Security Operations Centres (MSOCs); and National Port Enforcement Teams (NPETs).

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous reporting sites where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these reporting sites are currently under the jurisdiction of the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis. CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

The CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a linear accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination

Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel examination in marine operations."

What would tip off an officer to inspect a container?

All persons and goods seeking entry to Canada, may be subject to a more in-depth examination by CBSA officials. This is a normal part of the cross-border process.

CBSA officers use a risk-management approach to facilitate legitimate travel and trade while focusing on higher or unknown risks. Protecting the safety and security of Canadians is a priority for the CBSA. Our officers are trained in examination and investigative techniques; they use proven indicators, advance information, innovative technology and information sharing to carry out their mandate.

CBSA officers apply a risk management approach in the examination of all marine containers, ensuring the prosperity and security of Canadian business and residents. The CBSA is responsible for administering and enforcing over 90 Acts of Parliament and takes this responsibility seriously.

Here is what we can tell you about the examination process in the marine mode:

Representatives of shipping lines provide the CBSA with cargo information before containers arrive. CBSA officers review this information using a number of computerized information systems. They then apply their experience in targeting and analysis to determine whether a container should be examined for contraband. The CBSA also conducts examinations to ensure compliance with Canada's food, plant and animal regulations, including wood packaging and soil contamination.

If there are no concerns, the container will be released.

If a shipment is considered high-risk, the CBSA will contact the port and request the container be presented for examination.

The CBSA risk-assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination.

Depending on the concerns, an exam could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations.

LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Once all concerns have been mitigated, the CBSA will release the container.

If officers discover contraband or other inadmissible goods, the container will be seized.

Regarding Exports:

Most goods being exported from Canada must be reported, to ensure that exporters and carriers comply with national policies, processes, procedures, regulations and legislation related to exporting commercial goods. Additionally, the CBSA helps maintain Canada's trade reputation by ensuring that exports comply with international agreements and conventions signed by Canada.

Whether reviewing a container is being imported or exported, a multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer or exporter.

Internal conspiracy

Questions regarding internal conspiracy are best addressed by the RCMP.

Partnerships

The CBSA regularly shares relevant information on border and national security issues with its key domestic partners, including the RCMP.

The Agency is responsible for providing integrated border services that support national security and public safety priorities and facilitate the free flow of persons and goods. The CBSA contributes to cross-border security and cooperation through its participation in partnerships such as the Integrated Border Enforcement Teams and Border Enforcement Security Taskforce teams. Drawing on the expertise of and participation of partners, which include the RCMP, the CBSA, U.S. Customs and Border Protection/Office of Border Patrol, U.S. Homeland Security Investigations and U.S. Coast Guard, these multi-agency teams detect, investigate and disrupt threats to national security while deterring organized criminal activity.

Pierre Deveau

Media Relations Spokesperson | Porte-parole des relations avec les médias

Corporate Affairs Branch | Direction générale des services intégrés

Canada Border Services Agency | Agence des services frontaliers du Canada

Government of Canada | Gouvernement du Canada

pierre.deveau@csis.gc.ca

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Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 5, 2015 10:47 AM
To: Sidhu, Sonia
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: / Fax: 604-666-0830

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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

From: Sidhu, Sonia
Sent: March 5, 2015 10:46 AM
To: Wudel, Stefanie
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

I should have a response within the next 30mins.

From: Wudel, Stefanie
Sent: March 5, 2015 10:43 AM
To: Sidhu, Sonia
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Ps – what time will you be able to contact them?
Just deciding if I should send to HQ or wait ☺

Stefanie Wudel
Communications Advisor, Operations Branch
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From: Sidhu, Sonia
Sent: March 5, 2015 10:39 AM
To: Wudel, Stefanie
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Just wanted to run it by Roz and John and they are offsite. I am fairly sure they are ok with it though.

From: Wudel, Stefanie
Sent: March 5, 2015 10:35 AM
To: Sidhu, Sonia
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Hi Sonia,
Just checking in on this puppy☺
Thanks,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

From: Sidhu, Sonia
Sent: March 5, 2015 9:23 AM
To: Wudel, Stefanie; Bourque, Jennifer
Cc: Linde, John
Subject: FW: URGENT for your approval please: Vancouver Sun interview marine

Question for you, will the RCMP member be identified in the article? If he is and Mike isn't that may be odd.

From: Hryciuk, Mike
Sent: March 5, 2015 9:04 AM
To: Wudel, Stefanie; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Works for me.

From: Wudel, Stefanie
Sent: March 5, 2015 8:29 AM
To: Hryciuk, Mike; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: URGENT for your approval please: Vancouver Sun interview marine
Importance: High

Hi everyone,

Please find the revised interview request below. I have highlighted the new content.

We would like to confirm the interview as soon as possible, so I appreciate your quick response.

Many thanks,
Stefanie

Reporter:

Outlet: Vancouver Sun

Phone:

PROPOSED INTERVIEW DATE: Friday March 6 @ 9:30 am

Location: Delta Port

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun. The RCMP has been approached by the reporter as well, and they will join on the tour to answer questions related to the RCMP's role at the marine ports.

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Visuals:

- Large Scale Imaging equipment:
 - Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - Heilmann Cargo Vision Mobile (HCVM)
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Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find attached the requested drug and contraband seizure statistics in the marine mode for 2010-2014.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

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- Marine Security policy and regulatory development is led by Transport Canada. This responsibility is a collective effort, involving many partners including Transport Canada, the Canada Border Services Agency, the Royal Canadian Mounted Police and the police of local jurisdiction.
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In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

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In transit:

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Upon arrival:

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and Heimann Cargo Vision Mobile (HCVM), which uses a linear accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

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What would tip off an officer to inspect a container?

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CBSA officers use a risk-management approach to facilitate legitimate travel and trade while focusing on higher or unknown risks. Protecting the safety and security of Canadians is a priority for the CBSA. Our officers are trained in examination and investigative techniques; they use proven indicators, advance information, innovative technology and information sharing to carry out their mandate.

CBSA officers apply a risk management approach in the examination of all marine containers, ensuring the prosperity and security of Canadian business and residents. The CBSA is responsible for administering and enforcing over 90 Acts of Parliament and takes this responsibility seriously.

Here is what we can tell you about the examination process in the marine mode:

Representatives of shipping lines provide the CBSA with cargo information before containers arrive. CBSA officers review this information using a number of computerized information systems. They then apply their experience in targeting and analysis to determine whether a container should be examined for contraband. The CBSA also conducts examinations to ensure compliance with Canada's food, plant and animal regulations, including wood packaging and soil contamination.

If there are no concerns, the container will be released.

If a shipment is considered high-risk, the CBSA will contact the port and request the container be presented for examination.

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Once all concerns have been mitigated, the CBSA will release the container.

If officers discover contraband or other inadmissible goods, the container will be seized.

Regarding Exports:

Most goods being exported from Canada must be reported, to ensure that exporters and carriers comply with national policies, processes, procedures, regulations and legislation related to exporting commercial

goods. Additionally, the CBSA helps maintain Canada's trade reputation by ensuring that exports comply with international agreements and conventions signed by Canada.

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Internal conspiracy

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Partnerships

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The Agency is responsible for providing integrated border services that support national security and public safety priorities and facilitate the free flow of persons and goods. The CBSA contributes to cross-border security and cooperation through its participation in partnerships such as the Integrated Border Enforcement Teams and Border Enforcement Security Taskforce teams. Drawing on the expertise of and participation of partners, which include the RCMP, the CBSA, U.S. Customs and Border Protection/Office of Border Patrol, U.S. Homeland Security Investigations and U.S. Coast Guard, these multi-agency teams detect, investigate and disrupt threats to national security while deterring organized criminal activity.

Pierre Deveau

Media Relations Spokesperson | Porte-parole des relations avec les médias

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Tel/Tél 613-948-3193 | Facsimile/Télécopieur 613-952-1797

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 5, 2015 10:42 AM
To: Sidhu, Sonia
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Ok sounds good ☺

Also just got your voice message! Will send the final response – we ended up totally removing any mention of the SOW and advised the reporter we would follow up. Based on his article he received the info from another source anyway...

Stefanie Wudel
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Cel.: / Fax: 604-666-0830

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From: Sidhu, Sonia
Sent: March 5, 2015 10:39 AM
To: Wudel, Stefanie
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Just wanted to run it by Roz and John and they are offsite. I am fairly sure they are ok with it though.

From: Wudel, Stefanie
Sent: March 5, 2015 10:35 AM
To: Sidhu, Sonia
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Hi Sonia,
Just checking in on this puppy☺
Thanks,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071
Tél. cell. : / Telec: 604-666-0830

Wudel, Stefanie

From: Chayeski, Joseph
Sent: March 5, 2015 09:31 AM
To: Wudel, Stefanie
Subject: Re: URGENT for your approval please: Vancouver Sun interview marine

No concerns from me as Mike had already discussed with me prior.

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Wudel, Stefanie
Sent: Thursday, March 05, 2015 12:23 PM Eastern Standard Time
To: Hryciuk, Mike; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Thank you! JJ has also approved ☺

Also one change regarding photographs – I just spoke with Mike and we are able to negotiate the option of allowing select photos to be taken. Photos may be taken of CBSA operations only and stacks of containers. NO photos of longshoremen or equipment. Please advise if any concerns.

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From: Hryciuk, Mike
Sent: March 5, 2015 9:04 AM
To: Wudel, Stefanie; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Works for me.

From: Wudel, Stefanie
Sent: March 5, 2015 8:29 AM
To: Hryciuk, Mike; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: URGENT for your approval please: Vancouver Sun interview marine
Importance: High

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 5, 2015 09:27 AM
To: Sidhu, Sonia; Bourque, Jennifer
Cc: Linde, John
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

I will be the "spokesperson" for this if the reporter needs to attribute content to anyone. I just left a message with the RCMP to double check, but they have not raised any concern with attribution on their end.

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From: Sidhu, Sonia
Sent: March 5, 2015 9:23 AM
To: Wudel, Stefanie; Bourque, Jennifer
Cc: Linde, John
Subject: FW: URGENT for your approval please: Vancouver Sun interview marine

Question for you, will the RCMP member be identified in the article? If he is and Mike isn't that may be odd.

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Sent: March 5, 2015 9:04 AM
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Cc: Bourque, Jennifer
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To: Hryciuk, Mike; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: URGENT for your approval please: Vancouver Sun interview marine
Importance: High

Hi everyone,

Please find the revised interview request below. I have highlighted the new content.

We would like to confirm the interview as soon as possible, so I appreciate your quick response.

Wudel, Stefanie

From: Chayeski, Joseph
Sent: March 5, 2015 09:31 AM
To: Wudel, Stefanie
Subject: Re: URGENT for your approval please: Vancouver Sun interview marine

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Sent from my blackberry handheld.
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Also one change regarding photographs – I just spoke with Mike and we are able to negotiate the option of allowing select photos to be taken. Photos may be taken of CBSA operations only and stacks of containers. NO photos of longshoremen or equipment. Please advise if any concerns.

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To: Wudel, Stefanie; Chayeski, Joseph; Linde, John; Sidhu, Sonia
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Sent: March 5, 2015 8:29 AM
To: Hryciuk, Mike; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: URGENT for your approval please: Vancouver Sun interview marine
Importance: High

Wudel, Stefanie

From: Wudel, Stefanie
Sent: May 11, 2015 11:50 AM
To: Hryciuk, Mike
Subject: RE: Article

Enthusiasm is a great quality!!

Honestly, you did a terrific job representing the agency.

Thanks again ☺

Stefanie Wudel
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Canada Border Services Agency / Government of Canada
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Tél. cell. : / Telec: 604-666-0830

From: Hryciuk, Mike
Sent: May 11, 2015 11:34 AM
To: Wudel, Stefanie
Subject: RE: Article

Thanks Stephanie.
Enthusiastically????

From: Wudel, Stefanie
Sent: May 11, 2015 8:57 AM
To: Hryciuk, Mike
Subject: Article

FYI – port series was published over the weekend. It is a three part series. I have pasted the articles with a CBSA mention/focus below.
Great work, Mike!!

Thank you!
Best,
Stefanie

The art of the inspection

CBSA uses information collected before ships even arrive here to decide which containers should get a closer look

Sitting inside a large-scale imaging machine at Deltaport, a Canada Border Services agent carefully examines the computer screen in front of her.

The cargo is billed as barrels of mango pulp inside a shipping container that has just arrived on a foreign vessel.

She zooms in and moves the image around to check the consistency in each stack of barrels. And she examines the walls and floor of the container itself in her search for contraband.

Seeing nothing amiss, she radios the all clear, allowing the container to be trucked away.

The process takes less than two minutes.

This machine led to the discovery of 109 kilograms of cocaine concealed inside the roof of a container, Mike Hryciuk tells a Vancouver Sun team on a recent tour of Deltaport - a terminal at the Roberts Bank superport next to the Tsawwassen ferry terminal.

Hryciuk, the CBSA's chief of waterfront operations, enthusiastically describes the unique setup at Deltaport, which provides the CBSA with permanent space for its operations.

"It's hugely beneficial because Deltaport is the largest container terminal port in Canada. We are able to keep our large-scale imaging equipment here. We have dedicated exam space for conducting the imaging, conducting exams," he says.

CBSA also has a downtown Vancouver office where teams with responsibility for other port properties are based. They move the region's second imaging machine around the port as needed.

More than 1.5 million containers arrive at four terminals within Port Metro Vancouver every year and the CBSA examines only 50,000 of them - less than four per cent.

Exams can include the large X-ray-like imaging machine, a full "de-stuff" of the container at the container examination facility in Burnaby or a "tailgate exam, which is opening the doors and having a look at the load, maybe climbing the load," Hryciuk explains.

"We also conduct export exams for goods and commodities leaving Canada."

While the number checked seems small, Hryciuk says, "we examine 100 per cent of the high-risk containers."

Local CBSA officers acquire intelligence about every vessel destined for Port Metro Vancouver from the National Targeting Centre in Ottawa.

"As the ship is en route to Canada, we get additional information and data and that's used to target for contraband. As well, en route, we get information about 96 hours out about the crew and the vessel. So then we can conduct risk assessments on the crew, the vessel, the routings and things like that," Hryciuk says.

If drugs are detected hidden inside, they're seized and turned over to the RCMP to carry on the investigation.

Insp. Mike Carlson heads the National Port Enforcement Team in Metro Vancouver, made up of 13 officers from the RCMP, Vancouver police, Delta police and the CBSA.

"We continue on with the investigation and hopefully identify where the products come from and individuals that are responsible for the importation and where the product is going to if we can get to that point," Carlson says in an interview at Deltaport.

Nearby, hundreds of workers go about their business at the bustling terminal. Thousands of red, green, brown and blue containers are loaded on and off a ship with giant gantry cranes. Forklifts move other containers into stacks in the middle of the port, where they can sit for days while awaiting transport by train or truck.

Word can spread quickly around the docks if contraband is found, making it difficult for police to carry on a covert investigation, such as following a container to its destination to identify the people behind an illicit shipment.

"We'll take every step possible to advance the investigation as far as possible. And if it means to follow a commodity, then we'll certainly do that," Carlson says. "We have to ensure that we're going to have a good likelihood of being able to do that without suspicion being raised to the fact we are aware that it is here."

Carlson said those involved in international shipping of drugs are not going to do it just once.

"It is too much work. They are going to set up processes so they can do it multiple times and we want to be able to stop it. So rather than stopping it once, we conduct our investigation in such a fashion that we can stop an individual organization from ever doing it again. That's why the individual investigations are long-term," he says.

Even with all the specialized tools, Hryciuk says his best resource is his officers.

"We are responsible for seeing what's going on around the docks and some of our most significant seizures have occurred from seeing unusual activity," he says.

"That's the responsibility of CBSA employees basically to ensure the safety and security of Canadians - to keep bad goods, bad people, contraband off the streets, out of schools so that it doesn't affect their families and other families."

Organized crime and the port: part one of my series

More than two dozen of the longshoremen unloading container ships on the docks of Metro Vancouver are Hells Angels, their associates, other gangsters or people with serious criminal records, a Vancouver Sun investigation has found.

The infiltration of gangsters and criminals into the port workforce is perpetuated by a longtime employment practice that allows existing union members to nominate friends, relatives and associates when new jobs become available.

Police say organized crime maintains this foothold on the waterfront for strategic purposes — so drugs and other contraband can be smuggled in some of the more than 1.5 million containers that pass through the four container terminals at Port Metro Vancouver every year.

Just over three per cent of containers arriving here are checked by the Canada Border Services Agency.

“It is a concern to us. We feel that a lot of the illegal drugs that come into this country come in through our ports,” said Det.-Staff. Sgt. Len Isnor, the country’s top law enforcement expert on the Hells Angels. Isnor, who works for the Ontario Provincial Police, has testified at several major B.C. cases involving the biker gang.

Isnor said the Hells Angels have maintained a foothold in Canada’s three largest ports — Vancouver, Montreal and Halifax — for the past 30 years.

“So as far as the ports are concerned, it’s the whole success of the Hells Angels.”

While airports have tightened security in the post-9/11 world, Metro Vancouver docks remain relatively porous, allowing people linked to organized crime, and even some convicted of international drug smuggling, to work on the waterfront.

The Sun has identified at least six full-patch Hells Angels who are active members of the International Longshore and Warehouse Union.

Some have worked on the docks for years, like Al DeBruyn, a senior White Rock Hells Angel who started in 1981 — two years before the IHA was set up in B.C.

Other Hells Angels joined the longshoremen more recently. Rob Alvarez of the elite Nomads chapter and Kelowna Angel Damiano Dipopolo started on May 24, 2012. West Point Hells Angel Ryan Sept started just last year, nominated by another full-patch member of his chapter.

Bikers aren’t the only people with links to crime working on the waterfront.

Others who police have publicly identified as gangsters, like Mani Buttar and Bobby Tajinder Gill, are also longshoremen, as are some of their associates.

Buttar has been a member of Local 502, a Vancouver local of the International Longshore and Warehouse Union, since 1998. The local provides hundreds of workers a day to Fraser Surrey docks and Deltaport. And Buttar, whose two brothers died in gangland shootings, is on his union’s executive committee despite a lengthy criminal history.

Gill is in jail after police issued a warrant for him several months ago on some outstanding charges.

The Sun has documented 27 active longshoremen with gang or criminal links from various sources of information, including public records and union membership lists.

That number doesn't include the "inactive" members of the union who are also Hells Angels — East End President John Bryce, Nomads Angel Gino Zumpano, Haney member Vince Brienza, West Point member Larry Amero and former Vancouver president Norm Krogstad.

ILWU national president Mark Gordienko agreed to be interviewed for The Vancouver Sun series. But he cancelled without explanation the day before the interview. He also declined through a spokesman to answer written questions for The Sun.

The Hells Angels did not respond to emailed interview requests.

No criminal checks

Police admit there's a serious problem when criminals and gangsters have the ability to move drugs and other contraband through Port Metro Vancouver.

A series of government and police reports about organized crime on the waterfront and obtained by the Sun show authorities have been documenting concerns for two decades.

"The presence of numerous members of organized crime groups (OCGs) as dockside employees of the Port of Vancouver, coupled with the ability to access the port by members of OCGs employed in the trucking industry creates a high-risk for smuggling at the port," says a September 2010 internal Border Services Agency report.

The only way someone can get hired as a longshoreman in B.C. is by the ILWU putting their name forward.

Port Metro Vancouver then issues a basic port pass. A criminal record check is not required, yet the pass allows wide access to the tens of thousands of containers stacked behind locked gates in Vancouver, Surrey and Delta.

Port Metro vice-president Peter Xotta said he was unaware of how many port pass holders are Hells Angels or others with criminal links.

"We certainly don't have that level of detail," he said.

"My sense of it is it is much more difficult for this (criminal) activity to occur on the waterfront. That's not to say that there aren't elements or individuals on the waterfront and in other parts of working society in Vancouver that aren't involved in some sort of activity that could give rise to concern."

Andy Smith, president of the B.C. Maritime Employers Association, said his agency is aware of the Hells Angels and others with gang connections on the docks.

"Yes, we are aware of who they are. They make no secret of it," he said.

But he also said his association's role is to ensure longshore workers are properly trained, not worry about their criminal histories.

"It is not within my mandate," Smith said. "We are a service provider to the industry — primarily to labour relations and training and secondarily in terms of government relations and social outreach. In any of those

arenas, we have yet to see a situation where someone's criminal associations or participation in the Hells Angels, or whatever, has been an issue."

Some of the thousands of dock workers in B.C. also possess a higher-security Transportation Security Clearance pass issued by Transport Canada that allows them inside restricted zones on the waterfront. Workers are screened for links to organized crime and criminal records before those passes, known as TSC, are issued.

But Smith said the restricted zones at the port are small compared to the areas accessed with the general pass.

"If you are talking about access of workers to long rows of containers which are in lightly populated work areas day or night, the TSC doesn't come into it," he said.

Guy Morgan, director of security and screening programs for Transport Canada, wouldn't comment specifically on the Hells Angels or other criminals working on the waterfront. But he said his agency does screen several ways for links to organized crime before issuing the TSC passes.

He suggested the Hells Angels on the Sun's list don't have the high-security passes — though he wouldn't say so directly or comment on any individuals.

"If Transport Canada receives any information that an existing clearance holder poses a security threat, we act on it," Morgan said.

By contrast, airport workers who handle baggage and cargo "have to have the security clearance under the Transport Canada program," Vancouver airport Authority spokesman Chris Devauld said.

Morgan said it's unfair to compare the two as there are also areas at the airport where workers don't need the high-security clearance.

"I think that the marine transportation security regulations have set out very robust security requirements for the vessels, the ports, the marine facilities and the purpose of those regulations is to enhance the international framework for the deterrence and prevention and detection of acts that may threaten security in the marine port," Morgan said.

"We are continuously reviewing and enhancing our marine security regime and that includes our security regulations, our standards, our procedures in order to maintain that security environment."

Senator Colin Kenny, who has been outspoken on national security issues, was in Vancouver last fall talking to Port Metro Vancouver officials about security.

He thinks more should be done to deal with organized crime on the waterfront, an issue that crops up every few years but never gets addressed.

But Kenny doesn't expect a clampdown on criminalized port workers any time soon, given the RCMP is reassigning hundreds of officers across the country to work on terrorism cases. Many of those resources have been taken from organized crime cases. That, said Kenny, is short-sighted.

"We have made the point consistently that if people from organized crime can get in, terrorists will follow," said Kenny, who sits on the Senate's National Security and Defence committee.

"Generally speaking, there is a huge lack of interest on the part of almost everybody."

Intimidation and threats

Yet there has been two decades of damning documentation about the problem.

A 2012 Transport Canada obtained by the Sun under the Access to Information Act identified the potential “exploitation of the commercial marine transportation system to smuggle narcotics from the Americas to Canada’s Pacific Coast.”

Most of the report was censored for security reasons, including the executive summary.

But the section titles alone are revealing.

The section called “Methamphetamine and Precursor Chemicals” is three pages long — all blanked out.

It’s followed by a section titled Drug Trafficking Organizations, about half of which has been removed.

Details of Mexican cartels, including the Sinaloa, Los Zetas, Knights Templar and the South Pacific Cartel were provided in the report between blanked out sections about “port seizures” and strategic implications.

The report acknowledges that Mexican cartels use ships to transport their drugs to Canada and elsewhere. Those cartels already have connections in Vancouver, as revealed by the Sun in a recent series.

The 2010 CBSA report, also obtained under the Access to Information Act, said that while the Mafia and Hells Angels “have exerted the most significant criminal influence at major Canadian marine ports, many other international OCGs, including Asian, East Indian, Persian, Middle Eastern, Eastern European and local groups have developed a presence in Canada.”

The report says the gangs use shipping containers to smuggle cocaine, dode (poppy powder), ephedrine, GHB, heroin, hashish, hashish oil, khat, marijuana, opium and precursor chemicals to make ecstasy and crystal meth.

“Although the number of seizures in the marine mode are low, relative to the air and land modes, the quantities seized in a given enforcement action are typically very high,” the report says.

CBSA seizures at Port Metro Vancouver over the past five years prove that point. Between 2010 and 2014 more than half a tonne of cocaine was discovered by CBSA searches of containers arriving at Port Metro Vancouver. Almost two tonnes of the party drug ketamine and more than 20,000 litres of liquid precursor chemicals used in the production of meth were also seized.

“Vancouver marine will continue to pose a high risk for the smuggling of precursor chemicals into Canada from China and India,” the CBSA report says.

“However, Prince Rupert may increasingly become the port of entry for precursor chemical shipments due to expansion in marine container commerce and/or a deliberate effort by smugglers to direct shipments through Prince Rupert, in the hope of evading seizure of the shipments.”

The CBSA clearly links the smuggling to the Hells Angels and other gangsters working at the port “in key positions — longshoremen, equipment operators, foremen and truck drivers.”

“Joint forces operations by Canadian law enforcement agencies, which have included the CBSA, have succeeded in dismantling smuggling operations and temporarily disrupting the movement of drugs, cigarettes

and other contraband. However since OCGs are adept at quickly re-establishing their presence at the ports, these successes are typically short-lived.”

The 2010 report echoes two others prepared by police in the mid 1990s and obtained from Sun sources.

A 1995 report done by the Criminal Intelligence Section of B.C. says “Hells Angels have numerous members in the longshoremen’s union, employed in a variety of port jobs. This has provided them with the direct means of transporting narcotics and other drugs internationally.”

And it says B.C. Hells Angels have close connections to the Mafia, or “traditional organized crime.”

“Hells Angels employees have access to a variety of ports in various locations, access to vessels, containers, scheduling and their own trucking companies to load and unload product. The Hells Angels East End chapter’s relationship with traditional organized crime not only serves in expanding the parameters for economic opportunities through illegal means but unites these two organizations in a partnership of strength,” the report says.

“Organized crime access and control of ports for movement of drugs and other illegal products is in place.”

A 1994 report called “Organized Crime and the Port of Vancouver” describes an environment on the docks that could have come straight out of the classic film *On the Waterfront*.

The report, prepared by the now-disbanded Ports Canada Police, said “the Port of Vancouver has been extensively infiltrated by organized crime elements and is also extensively manipulated from the outside by local and international organized criminals.”

“For many years, it was known that a number of longshoremen on the port were affiliated with the Hells Angels. Numerous times, thefts of containers and their goods had been attributed to the Angels and their inside men. Unfortunately, a detailed list of these past incidents would take up too much room,” the PCP report said.

“Angels are among the first to board arriving ships. They unload goods, place them for storage, load them onto trucks and prepare the necessary documents for shipping.”

They also bully co-workers to prevent complaints about them, it said.

“They intimidate fellow workers, both on the docks and in the offices, with threats of violence and death, and have successfully imposed a forced code of silence on the port.”

High-tech security

Smith said he hasn’t heard reports of intimidation of other workers by Hells Angels or others linked to organized crime since he started at the BCMEA in 2007.

“We have never received a complaint,” Smith said. “I am aware of one instance that occurred before I got here.”

In that case, a full-patch Hells Angels wore his “colours” — the leather vest with the patch on the back — to work.

“The action taken to get him to take his colours down was initiated by an ILWU official at the time,” Smith said.

He said he has also “never been contacted by any federal official with concerns about gang activity at this port.”

“They haven’t raised those issues with me for which, quite frankly, I’m thankful. I don’t know what I would do about them.”

Xotta said Port Metro works closely with the CBSA, the RCMP’s National Port Enforcement Team, local police agencies in the Lower Mainland and Transport Canada.

“The port has primary responsibility around keeping the port and surrounding waters safe for navigation and for the trade mandate that we have,” he said.

“Our specific responsibility in terms of security is really linked to a function of the collaboration between those agencies.”

Four years ago, Port Metro opened an Operations Centre in Canada Place, where workers can monitor video images from 400 cameras strategically placed all over port properties. They can also alert law enforcement if they see a problem, as they recently did with the chemical fire at the Centerm container terminal.

“Some of them (the cameras) are incredibly powerful. We’ve got lines of sight for both day and night vision on the port’s patrol vessels,” Xotta said. “We’ve invested in two new patrol vessels in the last year. These vessels are . . . significantly faster vessels than we had previously.”

New high-tech security gates have been installed in most areas and will be put in soon Roberts’ Bank, where Deltaport — Canada’s busiest container port — is located.

Xotta said that “unlike in generations past — [the gates] create a level of security and visibility around the ports so that if there is criminal behaviour happening by any member of the waterfront community, it’s a little more difficult to come and go then it might have been many years ago.”

Asked if criminals or Hells Angels should be working at the port at all, Xotta said: “It’s a question for the RCMP and Transport Canada.”

Smith doesn’t see clamping down on bikers or other criminals on the docks as the solution to preventing illicit cargo from getting through the port.

“If there are methodologies by which to get product through the port in containers or otherwise — if somebody thinks, well, raising the bar for people to come and work here is going to slow that down — I don’t think so. There are always vulnerable people,” Smith said.

“There are always people who are ethically or morally challenged. And if it wasn’t people with records or who are members of groups which are deemed to be not acceptable, they will always find people to do this work for them.”

Other related articles:

[Cocaine smuggler had inside man on Vancouver waterfront](#)

[Crime & the waterfront: Smuggler's messages reveal drugs easily pass through our port](#)

Wudel, Stefanie

From: Wudel, Stefanie
Sent: May 11, 2015 09:25 AM
To: Barcham, Robin
Subject: FW: For MO review and approval: Vancouver Sun interview marine / Kim Bolan response

Reporter:
Outlet: Vancouver Sun
Phone:
PROPOSED INTERVIEW DATE: Friday March 6 @ 9:00 am
Location: Delta Port

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun. The RCMP has been approached by the reporter as well, and they will join on the tour to answer questions related to the RCMP's role at the marine ports.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site. RCMP spokesperson Insp. Mike Carlson will be on site for the tour to answer questions about the RCMP's role. Chief Hryciuk has agreed to the interview on the condition that he is not identified; we have negotiated this with the reporter. Any quotes will be attributed to Director Al Morancy or Executive Director John Dyck.

Visuals:

- Large Scale Imaging equipment:
 - o Pallet Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - o Heimann Cargo Vision Mobile (HCVM)
- Tour of terminal property
 - Photos: The reporter has requested photos. We will negotiate the following: photos may be taken of CBSA operations only and stacks of containers. NO photos of longshoremen or equipment. As this is a highly sensitive area, photos will be strictly controlled.

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find below the requested drug and contraband seizure statistics in the marine mode for 2010-2014.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you

intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

- The Canada Border Services Agency (CBSA) is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA ensures the security and prosperity of Canada by managing the access of people and goods to and from Canada. Keeping Canada's border open to travel and trade but closed to crime requires the Canada Border Services Agency to manage border operations effectively.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.
- The CBSA routinely conducts comprehensive risk assessments and targeting, deploys state-of-the-art technology and experienced front-line officers while continually working with its partners in border security.
- Marine Security policy and regulatory development is led by Transport Canada. This responsibility is a collective effort, involving many partners including Transport Canada, the CBSA, the Royal Canadian Mounted Police (RCMP) and the police of local jurisdiction.
- CBSA is committed to working together with its partners to protect security at marine ports.
- The CBSA is an active partner in a number of joint force initiatives that support security at marine ports including: Integrated Border Enforcement Teams (IBETs); Marine Security Operations Centres (MSOCs); and National Port Enforcement Teams (NPETs).

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous reporting sites where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these reporting sites are currently under the jurisdiction of the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

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In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

The CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

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In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a linear accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel examination in marine operations."

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Wudel, Stefanie

From: Wudel, Stefanie
Sent: May 8, 2015 04:00 PM
To: Bourque, Jennifer
Subject: RE: For your information Vancouver Sun story on marine ports

Here are the media lines that were used in the interview:

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

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- Marine Security policy and regulatory development is led by Transport Canada. This responsibility is a collective effort, involving many partners including Transport Canada, the CBSA, the Royal Canadian Mounted Police (RCMP) and the police of local jurisdiction.
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Stefanie Wudel
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Tél. cell. : 604-666-0830 / Téléc. 604-666-0830

From: Bourque, Jennifer
Sent: May 8, 2015 11:42 AM
To: Wudel, Stefanie
Subject: FW: For your information Vancouver Sun story on marine ports

Should I have any media lines on hand to address the various angles this could take?

Might get calls on the weekend

From: PAC, CBSA-Communications
Sent: May 8, 2015 10:58 AM
To: Wudel, Stefanie; Manzoor, Shakila; Bourque, Jennifer; Barcham, Robin
Subject: FW: For your information Vancouver Sun story on marine ports

From: Gioliti, Patrizia
Sent: May-08-15 10:57:40 AM (UTC-08:00) Pacific Time (US & Canada)
To: Bourque, Jennifer
Cc: PAC, CBSA-Communications
Subject: FW: For your information Vancouver Sun story on marine ports

Hi Jennifer – have given VPs a heads-up here and have asked for media monitoring this weekend and into next week...

Tks again for your heads-up ...Pat

From: Gioliti, Patrizia
Sent: May 8, 2015 1:56 PM
To: Weber, Caroline; Bolduc, Martin; Xavier, Caroline
Cc: Mundie, Robert; Tremblay, Guylaine; CBSA-ASFC-Media Relations; Shannon, Matthew; Blanchard, NathalieX; John, Joanne; Tremblay, Amy
Subject: For your information Vancouver Sun story on marine ports

Good day all – for your information: on Mar0615, our Pacific regional colleagues accommodated an interview/tour with reporter Vancouver Sun at the Delta port. The CBSA was represented by Chief Mike Hryciuk and we spoke specifically on the CBSA role vis-à-vis imports in marine mode. At the interview, inspector Mike Carlson, RCMP also participated.

The reporter is said to release her story, in two to three parts, starting this weekend. The focus will be on gang activity at ports – the CBSA will not figure prominently but we will likely be mentioned. The overall tone apparently may be negative.

We have asked for media monitoring for articles on this and if any other media outlets picks up on this story, like TV and radio, we have also asked for any transcripts as well.

We will share all products as we receive them but they will also be part of the weekend media clips.

Should you have any questions in the interim, please do not hesitate to let us know.

Patrizia

****Public Safety has been made aware of this too**

Reporter:

Outlet: Vancouver Sun

PROPOSED INTERVIEW DATE: Friday March 6 @ 9:00 am

Location: Delta Port

Brief summary following interview/tour:

The interview and port tour this morning went very well. Chief Mike Hryciuk was the CBSA spokes, and Supt Robert Bell graciously provided transportation for the tour. We were joined at Delta Port by Insp. Mike Carlson from the RCMP. Reporter Kim Bolan and the photographer met us at the CBSA offices, where we did a quick tour of the CBSA facility and Chief Hryciuk provided an overview of marine operations in Vancouver. He spoke about the different areas that the CBSA officers work in the marine mode, and spoke about the extensive training that marine officers are equipped with to deal with the variety of demands in this mode.

We then went on a tour of the port area - from where the containers are discharged and ended with a technology display of the HCVM.

Chief Hryciuk spoke about the many agencies/businesses that have a presence on the port, and that we have strong partnerships and shared objectives in keeping the port safe and ensure it is not used for illegal activity. He spoke about the difference between contraband exams vs. regulatory exams, and the different levels of exams (tailgate to de-stuff at CEF) and emphasised that we are always on the lookout for illegal goods. He spoke about different intelligence sources (NTC to on the ground referrals) and how our strong partnership with the RCMP is important in fulfilling our mandate. Chief Hryciuk highlighted the radiation portal program and how that aspect of the operation works, and spoke about the priority of officers in detecting and intercepting narcotics. Insp. Carlson highlighted the RCMP's role and spoke generally about investigations and the RCMP's role in pursuing charges/looking at the big picture of smuggling trends. Kim indicated she will follow up with the RCMP to see if they can cite specific cases in which charges were laid.

The photographer took photos of the HCVM display only.

The tour provided the reporter with insight into CBSA operations, the importance of our partnerships and gave her an overview into the many facets of the marine mode. She indicated that this research will be part of a three part story – including information she has uncovered in her research (connection of longshoremen to criminal groups) to the role of law enforcement agencies in preventing this type of internal conspiracy. She has an interview scheduled with the Port of Metro Vancouver and will be doing a tour of their operations, and will (towards the end of her research) contact Transport Canada and the longshoremen. She indicated she has also spoken with politicians, including a senator.

Original request and approved media products:

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun. The RCMP has been approached by the reporter as well, and they will join on the tour to answer questions related to the RCMP's role at the marine ports.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site. RCMP spokesperson Insp. Mike Carlson will be on site for the tour to answer questions about the RCMP's role. Chief Hryciuk has agreed to the interview on the condition that he is not identified; we have negotiated this with the reporter. Any quotes will be attributed to Director Al Morancy or Executive Director John Dyck.

Visuals:

- Large Scale Imaging equipment:
 - o Pallet Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - o Helmann Cargo Vision Mobile (HCVM)
- Tour of terminal property
 - Photos: The reporter has requested photos. We will negotiate the following: photos may be taken of CBSA operations only and stacks of containers. NO photos of longshoremen or equipment. As this is a highly sensitive area, photos will be strictly controlled.

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find below the requested drug and contraband seizure statistics in the marine mode for 2010-2014.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

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Key Messages:

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Conseillère en communications, Direction générale des opérations
L'Agence des services frontaliers du Canada / Gouvernement du Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel. : 604-666-3071
Tél. cell. : 604-666-0830

From: PAC, CBSA-Communications
Sent: March 31, 2015 2:22 PM
To: Wudel, Stefanie; Manzoor, Shakiia; Barcham, Robin
Subject: RE: Kim Solan - Vancouver Sun

From: Bourque, Jennifer
Sent: March-31-15 02:21:53 PM (UTC-08:00) Pacific Time (US & Canada)
To: Giolti, Patrizia
Cc: PAC, CBSA-Communications; CBSA-ASFC-Media Relations
Subject: RE: Kim Solan - Vancouver Sun

Yes we can supply you with the media files and the summary of the interview.
Please let us know.

From: Giolti, Patrizia
Sent: March 31, 2015 2:18 PM
To: Bourque, Jennifer
Cc: PAC, CBSA-Communications; CBSA-ASFC-Media Relations
Subject: Fw: - Vancouver Sun

Hi Jennifer - I know we did recent work with KB on port security. I don't have access on bb, can you pull up, collate and share - soon? Tks

Sent from my BlackBerry handheld.
Envoyé à partir de mon Black Berry.

From: CBSA-ASFC-Media Relations
Sent: Tuesday, March 31, 2015 05:16 PM
To: Giolti, Patrizia; Bailey, Esme; Cyr-Deifino, Denise; Jarrette, Amy; Genier, Anne; Deveau, Pierre; Guibert-Wolff, Line; Atkin, Wendy; Chaudhari, Moby
Subject: FW: - Vancouver Sun

From: Swift, Andrew
Sent: March-31-15 05:16:35 PM (UTC-05:00) Eastern Time (US & Canada)
To: CBSA-ASFC-Media Relations; Gagnon, Julie; Cox, Greg
Cc: Filippis, Lisa; PS / SP; Duval, Jean Paul; PS / SP
Subject: Vancouver Sun

CBSA & RCMP colleagues,

Can you advise what information/interviews (if any) that have been provided by your respective organizations to the above reporter in recent months on issues relating to port security?

Calls may have been to your respective Pacific regional office/division. I've been requested to pull together what has been provided so far, to get a better picture of the full scope of a potential story.

Feel free to call me if you have further questions.

Thanks,
Andrew

Andrew Swift

Director, Public Affairs | Directeur, Affaires publiques
Communications Directorate | Direction générale des communications
Public Safety Canada | Sécurité publique Canada
Telephone | Téléphone : 613-991-3549
Fax | Télécopieur : 613-954-2000
Email | Courriel : Andrew.Swift@ps-sp.gc.ca

Wudel, Stefanie

From: Wudel, Stefanie
Sent: April 24, 2015 12:06 PM
To: Barcham, Robin; Bourque, Jennifer
Subject: FW: For MO review and approval: Vancouver Sun interview marine

Marine lines

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: Fax: 604-666-0830

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From: Deveau, Pierre
Sent: March 5, 2015 1:20 PM
To: Wudel, Stefanie
Cc: PAC, CBSA-Communications; Giolti, Patrizia; Bailey, Esme; Guibert-Wolff, Line
Subject: FW: For MO review and approval: Vancouver Sun interview marine

Hi Stefanie,
Approved by MO. Let us know how the interview went.

Thanks,
Pierre

From: deLeRue, Jean-Christophe [<mailto:Jean-Christophe.DeLeRue@ps-sp.gc.ca>]
Sent: March 5, 2015 4:18 PM
To: Deveau, Pierre
Cc: Boisvert, Frederik; Johnson, Mark; PS / SP; Communications Issues Management / Communications Gestion des Enjeux (PS/SP); John, Joanne; Tremblay, Amy; CBSA-ASFC-Media Relations
Subject: RE: For MO review and approval: Vancouver Sun interview marine

OK

From: Deveau, Pierre [<mailto:Pierre.Deveau@cbsa-asfc.gc.ca>]
Sent: March-05-15 4:14 PM
To: deLeRue, Jean-Christophe
Cc: Boisvert, Frederik; Johnson, Mark; Communications Issues Management / Communications Gestion des Enjeux (PS/SP); Joanne John; Tremblay, Amy; CBSA-ASFC-Media Relations
Subject: RE: For MO review and approval: Vancouver Sun interview marine

Bonjour Jean-Christophe,
Following up on this request. Please advise if any concerns.

Thanks,

Envoyé à partir de mon BlackBerry.

From: Gray, Yvette-Monique
Sent: Tuesday, April 21, 2015 05:31 PM Eastern Standard Time
To: Annett, Tracy; Leckey, Geoff; LeFrank, Andrew
Cc: Anderson, Lyndsay; St-Laurent, Andrea; Clarke, Laura
Subject: Re: BC article

Thanks for the heads up, Tracy. We'll see what we can find out about this from TC and other partners so we can be as prepared as possible.

Yvette

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Annett, Tracy
Sent: Tuesday, April 21, 2015 12:52 PM Eastern Standard Time
To: Leckey, Geoff; LeFrank, Andrew
Cc: Gray, Yvette-Monique; Anderson, Lyndsay; St-Laurent, Andrea
Subject: BC article

Geoff – as mentioned.

I learned from my Transport Canada colleague that _____ of the Vancouver Sun is writing an article about crime at the Port of Vancouver and that the article should be coming out soon.

The article will discuss issues with our marine ports and possibly criminal influences within the ports.

Tracy

Wudel, Stefanie

From: Bourque, Jennifer
Sent: April 21, 2015 03:28 PM
To: Wudel, Stefanie
Subject: FW: BC article

From: Gray, Yvette-Monique
Sent: April 21, 2015 2:39 PM
To: Kennedy, Gerry; Sanderson, Jana; Clarke, Laura; Morancy, Al; Hryciuk, Mike; Bourque, Jennifer
Cc: Low, Trea; Pragnell, Maryann
Subject: Fw: BC article

Colleagues,

See message below about article to come out on Port Metro Vancouver and criminal influence at the port.

Does anyone have a contact from Transport Canada or PMV that knows what this angle might be for this upcoming article and if CBSA will be mentioned?

Yvette

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: Gray, Yvette-Monique
Sent: Tuesday, April 21, 2015 05:31 PM Eastern Standard Time
To: Annett, Tracy; Leckey, Geoff; LeFrank, Andrew
Cc: Anderson, Lyndsay; St-Laurent, Andrea; Clarke, Laura
Subject: Re: BC article

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Sent: Tuesday, April 21, 2015 12:52 PM Eastern Standard Time
To: Leckey, Geoff; LeFrank, Andrew
Cc: Gray, Yvette-Monique; Anderson, Lyndsay; St-Laurent, Andrea
Subject: BC article

Geoff – as mentioned.

I learned from my Transport Canada colleague that _____ of the Vancouver Sun is writing an article about crime at the Port of Vancouver and that the article should be coming out soon.

The article will discuss issues with our marine ports and possibly criminal influences within the ports.

Tracy

Wudel, Stefanie

From: Stanford, Ben <Ben.Stanford@tc.gc.ca>
Sent: April 2, 2015 03:33 PM
To: Wudel, Stefanie
Cc: Bourque, Jennifer
Subject: RE: Vancouver Sun interview marine

Great, thank you!

From: Wudel, Stefanie [mailto:Stefanie.Wudel@cbsa-asfc.gc.ca]
Sent: Thursday, April 02, 2015 3:32 PM
To: Stanford, Ben
Cc: Bourque, Jennifer
Subject: RE: Vancouver Sun interview marine

Hi Ben,

We do not have the interview taped – I took brief notes about what was discussed:

- Covered CBSA ops in marine mode throughout lower mainland (different marine ports)
- importance of CBSA presence on docks
- positive partnerships, common goals w delta port, shared mandate
- Big picture role in protecting communities/country
- different types of intel (national targeting to random exams)
- types of searches ie full destuff vs tailgate
- Radiation portal program, VACIS, LSI
- Many detection tools but best resource is officer

As previously mentioned, our spokes discussed the CSBA's role in fulfilling our mandate in the marine mode.

Don't hesitate to get in touch if you have more questions.

Have a nice weekend!

Best,

Stefanie

Stefanie Wudel
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Tél. cell. : / Telec: 604-666-0830

From: Stanford, Ben [mailto:Ben.Stanford@tc.gc.ca]
Sent: April 2, 2015 3:22 PM
To: Wudel, Stefanie
Cc: Bourque, Jennifer
Subject: RE: Vancouver Sun interview marine

Hi Stefanie and Jennifer,

Any chance CBSA taped the interview with Kim Bolan?

If so, would you mind sharing?

Thanks

B

From: Stanford, Ben
Sent: Tuesday, March 31, 2015 2:31 PM
To: 'Wudel, Stefanie'
Cc: Bourque, Jennifer
Subject: RE: Vancouver Sun interview marine

Thanks Stefanie

Ben

Ben Stanford
Stefanie Wudel, Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
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This e-mail and any files transmitted with it are confidential and intended only for the individual(s) named.
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If you are not the named addressee, please do not print, copy, retransmit, or otherwise use the information.

From: Wudel, Stefanie [<mailto:Stefanie.Wudel@cbsa-asfc.gc.ca>]
Sent: Tuesday, March 31, 2015 2:28 PM
To: Stanford, Ben
Cc: Bourque, Jennifer
Subject: Vancouver Sun interview marine

Hi Ben,
Here is the original inquiry. As I mentioned, we provided a tour of the facilities with the RCMP, and spoke to CBSA marine ops.
Please let me know if you have other questions.
Thank you,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
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Stefanie.Wudel@cbsa-asfc.gc.ca / Tél. : 604-666-3071

Tél. cell. : / Telec: 604-666-0830

Reporter:

Outlet: Vancouver Sun

Phone:

PROPOSED INTERVIEW DATE: Friday March 6 @ 9:00 am

Location: Delta Port

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun. The RCMP has been approached by the reporter as well, and they will join on the tour to answer questions related to the RCMP's role at the marine ports.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site. RCMP spokesperson Insp. Mike Carlson will be on site for the tour to answer questions about the RCMP's role.

Visuals:

- Large Scale Imaging equipment:
 - o Pallet Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - o Peimann Cargo Vision Mobile (HCVM)
- Tour of terminal property
 - Photos: The reporter has requested photos. We will negotiate the following: photos may be taken of CBSA operations only and stacks of containers. NO photos of longshoremen or equipment. As this is a highly sensitive area, photos will be strictly controlled.

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find below the requested drug and contraband seizure statistics in the marine mode for 2010-2014.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

- The Canada Border Services Agency (CBSA) is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.

- The CBSA ensures the security and prosperity of Canada by managing the access of people and goods to and from Canada. Keeping Canada's border open to travel and trade but closed to crime requires the Canada Border Services Agency to manage border operations effectively.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.
- The CBSA routinely conducts comprehensive risk assessments and targeting, deploys state-of-the-art technology and experienced front-line officers while continually working with its partners in border security.
- Marine Security policy and regulatory development is led by Transport Canada. This responsibility is a collective effort, involving many partners including Transport Canada, the CBSA, the Royal Canadian Mounted Police (RCMP) and the police of local jurisdiction.
- CBSA is committed to working together with its partners to protect security at marine ports.
- The CBSA is an active partner in a number of joint force initiatives that support security at marine ports including: Integrated Border Enforcement Teams (IBETs); Marine Security Operations Centres (MSOCs); and National Port Enforcement Teams (NPETs).

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous reporting sites where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these reporting sites are currently under the jurisdiction of the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis.

CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

The CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a linear accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel examination in marine operations.

What would tip off an officer to inspect a container?

All persons, goods and conveyances entering Canada must present to the CBSA and may be subject to a more in-depth exam. This is a normal part of the cross-border process.

A multiplicity of indicators are taken into consideration when making the determination to refer a container, package or traveller for a more in-depth examination. Officers will consider many factors, including country of origin, destination, information on the declaration, and previous enforcement action against the importer or exporter.

CBSA officers use a risk-management approach to facilitate legitimate travel and trade while focusing on higher or unknown risks. Protecting the safety and security of Canadians is a priority for the CBSA. Our officers are trained in examination and investigative techniques; they use proven indicators, advance information, innovative technology and information sharing to carry out their mandate.

The CBSA is responsible for administering and enforcing over 90 Acts of Parliament and takes this responsibility seriously.

Here is what we can tell you about the examination process in the marine mode:

Representatives of shipping lines provide the CBSA with cargo information before containers arrive. CBSA officers review this information using a number of computerized information systems. They then apply their experience in targeting and analysis to determine whether a container should be examined for contraband. The CBSA also conducts examinations to ensure compliance with Canada's food, plant and animal regulations, including wood packaging and soil contamination.

If there are no concerns, the container will be released.

If a shipment is considered high-risk, the CBSA will contact the port and request the container be presented for examination.

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats.

Once all concerns have been mitigated, the CBSA will release the container.

If officers discover contraband or other inadmissible goods, the container will be seized.

Regarding Exports:

Most goods being exported from Canada must be reported, to ensure that exporters and carriers comply with national policies, processes, procedures, regulations and legislation related to exporting commercial goods. Additionally, the CBSA helps maintain Canada's trade reputation by ensuring that exports comply with international agreements and conventions signed by Canada.

Whether reviewing a container is being imported or exported, a multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer or exporter.

Internal conspiracy

Questions regarding internal conspiracy are best addressed by the RCMP.

Partnerships

The CBSA regularly shares relevant information on border and national security issues with its key domestic partners, including the RCMP.

The Agency is responsible for providing integrated border services that support national security and public safety priorities and facilitate the free flow of persons and goods. The CBSA contributes to cross-border security and cooperation through its participation in partnerships such as the Integrated Border Enforcement Teams and Border Enforcement Security Taskforce teams. Drawing on the expertise of and participation of partners, which include the RCMP, the CBSA, U.S. Customs and Border Protection/Office of Border Patrol, U.S. Homeland Security Investigations and U.S. Coast Guard, these multi-agency teams detect, investigate and disrupt threats to national security while deterring organized criminal activity.

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 6, 2015 03:00 PM
To: 'Duncan Pound'
Subject: For your info - summary of tour/interview

Hi Duncan,

Here is a quick write-up of the interview/tour today, which I provided to our colleagues here. It was nice to meet Inspector Carlson! He provided great information throughout the morning and hopefully he enjoyed the tour☺

Have a lovely weekend!
Best,
Stefanie

The interview and port tour this morning went very well. Chief Mike Hryciuk was the CBSA spokes, and Supt Robert Bell graciously provided transportation for the tour. We were joined at Delta Port by Insp. Mike Carlson from the RCMP. Reporter [redacted] and the photographer met us at the CBSA offices, where we did a quick tour of the CBSA facility and Chief Hryciuk provided an overview of marine operations in Vancouver. He spoke about the different areas that the CBSA officers work in the marine mode, and spoke about the extensive training that marine officers are equipped with to deal with the variety of demands in this mode. We then went on a tour of the port area - from where the containers are discharged and ended with a technology display of the HCVM.

Chief Hryciuk spoke about the many agencies/businesses that have a presence on the port, and that we have strong partnerships and shared objectives in keeping the port safe and ensure it is not used for illegal activity. He spoke about the difference between contraband exams vs. regulatory exams, and the different levels of exams (tailgate to de-stuff at CEF) and emphasised that we are always on the lookout for illegal goods. He spoke about different intelligence sources (NTC to on the ground referrals) and how our strong partnership with the RCMP is important in fulfilling our mandate. Chief Hryciuk highlighted the radiation portal program and how that aspect of the operation works, and spoke about the priority of officers in detecting and intercepting narcotics. Insp. Carlson highlighted the RCMP's role and spoke generally about investigations and the RCMP's role in pursuing charges/looking at the big picture of smuggling trends. Kim indicated she will follow up with the RCMP to see if they can cite specific cases in which charges were laid. The photographer took photos of the HCVM display only.

The tour provided the reporter with insight into CBSA operations, the importance of our partnerships and gave her an overview into the many facets of the marine mode. She indicated that this research will be part of a three part story – including information she has uncovered in her research (connection of longshoremen to criminal groups) to the role of law enforcement agencies in preventing this type of internal conspiracy. She has an interview scheduled with the Port of Metro Vancouver and will be doing a tour of their operations, and will (towards the end of her research) contact Transport Canada and the longshoremen. She indicated she has also spoken with politicians, including a senator.

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Canada Border Services Agency / Government of Canada
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Tél. cell. : / Telec: 604-666-0830

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 9, 2015 09:57 AM
To: Sidhu, Sonia; Linde, John
Cc: Barcham, Robin; Bourque, Jennifer
Subject: RE: Revision for approval: Reactive Media - Marine Containers

Hi Sonia and John,
Please advise if you have any concerns with the highlighted additions below.
Thank you,
Stefanie

Stefanie Wudel
Communications Advisor, Operations Branch
Canada Border Services Agency / Government of Canada
Stefanie.Wudel@cbsa-asfc.gc.ca / Tel: 604-666-3071
Cel.: / Fax: 604-666-0830

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Tél. cell. : / Telec: 604-666-0830

From: Wudel, Stefanie
Sent: March 6, 2015 7:30 AM
To: Sidhu, Sonia; Linde, John
Cc: Barcham, Robin; Bourque, Jennifer
Subject: Revision for approval: Reactive Media - Marine Containers

Hi Sonia and John,
For the request below (marine containers), HQ came back and requested additional information for Q2, which we have added below (highlighted).
Most of the content (blue text) was previously approved as part of the Kim Bolan inquiry. The red text is based on previously approved messaging.
Please advise if you have any concerns.
Best,
Stefanie

Reactive Media

Reporter:
Email:
Deadline: 4pm

Background: I am now writing this story for
I have been researching this story and it seems that there are extreme delays at The West Coast Ports. Many of the small businesses and freight carriers that I have spoken with have complained about the following:

- Containers being held for 10 to 12 days due to inspections (with excessive storage fees)
- A backlog of containers sitting at ports waiting to be inspected (especially at West Coast ports)

- One business reported that 15 percent of its containers were being held for inspection even though they have been shipping for 65 years. They claim that the border issues and excessive fees are forcing them to shutdown their company.
- Most extensive delays ever experienced.
- Some believe the issue is: labor shortage and outdated inspection processes

Can you please answer the following questions:

1 - Why are companies charged storage fees for inspections?

The CBSA does not charge the importer for any fees associated with our services, including including the inspection personnel, the equipment and the tools required for marine container examinations.

Transporters charge a fee for presenting the goods for presentation, and in all cases these expenses are borne by the importer. For more information regarding the Marine Container Examination Program, please visit the CBSA website at the following link: <http://www.cbsa-asfc.gc.ca/publications/pub/bsf5111-eng.html>.

2 - What determines whether a company is selected for an inspection?

All persons, goods and conveyances entering Canada must present to the CBSA and may be subject to a more in-depth exam. This is a normal part of the cross-border process.

A multiplicity of indicators are taken into consideration when making the determination to refer a container, package or traveller for a more in-depth examination. Officers will consider many factors, including country of origin, destination, information on the declaration, and previous enforcement action against the importer or exporter.

CBSA officers use a risk-management approach to facilitate legitimate travel and trade while focusing on higher or unknown risks. Protecting the safety and security of Canadians is a priority for the CBSA. Our officers are trained in examination and investigative techniques; they use proven indicators, advance information, innovative technology and information sharing to carry out their mandate.

The CBSA is responsible for administering and enforcing over 90 Acts of Parliament and takes this responsibility seriously.

Our officers are trained to detect all types of contraband. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a particle accelerator to produce the radiation which then produces the image as well as x-ray tools.

3 - What is causing the delays at West Coast ports? 3a. Does the CBA believe there a backlog at these ports? If so, why? 5. Are the West Coast ports the only ones with these types of issues? 6. Is there a labor shortage at West Coast ports?

We cannot speculate. We can tell you that the CBSA is committed to examining containers in the most time-efficient manner. When a container is identified for inspection, the CBSA must wait for the container to be presented by the terminal for inspection. Once the container is presented; examined, and assuming there are no concerns, the container will be authorized to move.

4. What measures are being taken to reduce these delays?

The CBSA is always looking for ways to process people and goods in the most efficient way possible, while continuing to uphold our mandate.

The CBSA recognizes that it has a direct impact on Canadian businesses, and as an agency remains committed to providing quality service to the public while ensuring that Canadian society is protected through the responsible enforcement of Canadian laws.

7. What is the typical process for inspecting shipping containers?

When a container arrives in Canada, the CBSA is responsible for releasing the container.

If there are no concerns, the container will be released.

If a shipment is considered high-risk, the CBSA will contact the port and request the container be presented for examination.

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination.

Depending on the concerns, an exam could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations.

LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.

Once all concerns have been mitigated, the CBSA will release the container.

If officers discover contraband or other inadmissible goods, the container will be seized?

7a. What type of equipment is being used? Are there plans to get newer equipment?

The CBSA has purchased and installed two new LSI detection technology devices. These new devices will be used to more effectively maintain security, mitigate risk, and identify containers requiring full

inspections (i.e. de-stuffing). Furthermore, other new technology, such as pallet LSI and other smaller detection tools, will also be purchased to help in the inspections of goods being de-stuffed.

For more information on detection Technology, please visit: <http://www.cbsa-asfc.gc.ca/media/facts-faits/016-eng.html>

8. Many companies are afraid to go public with their complaints out of fear that they will be further penalized. Why do you think they would be fearful?

We take these complaints very seriously, and encourage anyone who may have a comment or complaint to submit their feed back - <http://www.cbsa-asfc.gc.ca/contact/com-eng.html>

Any suggestion that a complaint may lead to penalties is inaccurate and unfounded.

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Hi John,

Please see a few quotes below, provided by Kim Bolan from the interview/port tour last week. We have pulled the quotes that include stats, for verification/approval please. Chief Hryciuk has reviewed and verified the numbers. We will vet through HQ as well.

If you could please provide a response by noon we would greatly appreciate it!

Thank you,

Stefanie

Quotes attributed to Chief Mike Hryciuk (for potential inclusion in Vancouver Sun story):

"We have a number of officers and different teams that are working both downtown and out here at Delta Port. Our responsibilities are for 29 anchorages, as well as 25 terminal properties, including 4 container terminal properties."

"Roughly about 50,000 exams are done each year based on about 1.5 million 20ft equivalent units of import containers coming in. As well, we conduct export exams."

"We examine 100% of the high-risk containers. Now that being said there are various types of exams that we do. We do everything from the large-scale imaging which is less intrusive. We do the tailgate exams, which is opening the doors and having a look at the load, maybe climbing the load. We also conduct export exams for goods and commodities leaving Canada."

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Hryciuk, Mike

From: Wudel, Stefanie
Sent: March 12, 2015 08:38 AM
To: Hryciuk, Mike
Cc: Bourque, Jennifer
Subject: FW: Following up re: attribution
Attachments: Mike H notes only-.docx

Hi Mike,

provided a list of potential quotes in the attached document. As she mentions below, not all quotes may be used. Please take a look and let me know if you have any concerns.

There are many great quotes, but my personal favourite is the last one;)

Thanks so much!

Best,
Stefanie

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-----Original Message-----

From:
Sent: March 11, 2015 5:28 PM
To: Wudel, Stefanie
Subject: RE: Following up re: attribution

Hi again Stefanie,

I'm still writing all my stories, but have transcribed and pulled some of the possible quotes from my chat with Mike. They are attached to the email.

As I noted, I wouldn't use all of these and would cut some of the information down for space purposes. And I will also include lots of general information he provided, but that doesn't need to be attributed for the story.

Thanks,

From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]
Sent: March 10, 2015 11:47 AM
To:
Subject: RE: Following up re: attribution

Hi

I will look into getting the additional information for you.

As you know, originally in planning the interview, we agreed that Mike would not be attributed at all.

As per conversation with Mike, and given the sensitivities of his job, we would appreciate seeing all quotes you plan on attributing to him. Today or tomorrow is fine. If there is any issue, I will flag them to you, so that you can attribute them to someone in the agency who does not share the same concerns.

Thank you for your understanding.
Best,
Stefanie

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-----Original Message-----

From:
Sent: March 10, 2015 11:14 AM
To: Wudel, Stefanie
Subject: RE: Following up re: attribution

It is a total violation of our office practices, but I could pull a few of the quotes and share them.

Since I'm still in the writing phase, it likely wouldn't be till later today or early tomorrow. Does that work?

Also, is it possible to get a few anecdotes connected with the drug seizures for 2013/2014 that you provided (when, where, etc.?)

It would also be great to get more details on the weapons seizures - as in how many were firearms?

Thanks so much for the tour. It was really interesting and worthwhile.

From: Wudel, Stefanie [Stefanie.Wudel@cbsa-asfc.gc.ca]
Sent: March 10, 2015 11:13 AM
To:
Subject: Following up re: attribution

Hi

It was great to meet you last week! I hope the tour provided you with greater insight/understanding of our role and marine ops.

I spoke with Mike after the tour, and he mentioned that you offered to provide the quotes in advance if it would make him feel more comfortable when it comes to attributing to him by name. He does not have concerns with that approach, if you agree.

I know this is out of the realm of what you would usually accommodate, but we appreciate it!!

Please let me know.

Best,
Stefanie

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Quotes that I'm considering using in my story from Mike H. (It would NOT be all of these, but I'm still writing my stories.)

"We have a number of officers and different teams that are working both downtown and out here at Delta Port. Our responsibilities are for 28 anchorages, as well as 25 terminal properties, including 4 container terminal properties.

(Delta Port, Vanterm, Centerm and Fraser-Surrey Docks)

"They are all multi-functional trained teams. All teams can conduct all activities in all locations. And a 24/7 presence and anybody can work at any one of these locations at any time.

All my officers are trained to conduct all activities. I'm quite fortunate that way – we have a very skilled and trained diverse workforce."

(About large-scale imaging equipment)

"If we detect something, then open up the tailgate of a container and find something in there. Then that's where we'll seize it and transfer the evidence over to the RCMP. The RCMP will make decisions of what they'll do with it."

"CBSA will conduct their work up to a certain point, handle the evidence appropriately, make sure the evidence is turned over for the consideration of carrying on a possible further investigation....We have certain responsibilities on the terminal properties with regard to national security, dealing with import/export of goods up to a certain point. And then there may be another department involved in conducting the investigation.

"Delta Port is a very unique operation in that they have provided us with a space, including ample space to be able to house teams here to conduct activities on the terminal properties and anywhere on the lower mainland.

But it's hugely beneficial because Delta Port is the largest container terminal port in Canada. We are able to keep our large-scale imaging equipment here. We have dedicated exam space for conducting the imaging, conducting exams, etc.

That's where it is to me a really unique environment and truly a symbiotic relationship because Delta Port and the terminal management and everything that is involved in here really is the same portfolio as us – security. It's really about security. They want to ensure the security of their containers, the movement of their containers. But they don't want pilferage, breakage into goods, commodities stolen,

things like that. So for them to have an armed law enforcement presence right on their terminal properties is a huge advantage to them as well.

[In Vancouver] "we store the large scale imaging equipment at a different location. We move it in, but it pretty much services Vanterm and Centerm."

"Sometimes we see unusual activity on the docks and that's where it's really good to have that unpredictability and that 24/7.

"Being 24/7, around the clock any location, everyone trained in all aspects and functions of the job to conduct the work anywhere makes that unpredictability which is a good deterrent as well as the ability to be there to actually be there."

"We examine 100% of the high-risk containers. Now that being said there are various types of exams that we do. We do everything from the large-scale imaging which is less intrusive. We do the tailgate exams, which is opening the doors and having a look at the load, maybe climbing the load. We also conduct export exams for goods and commodities leaving Canada.

New legislation came in a couple of years ago about stolen vehicles and goods. So that is a big priority as well. We do have examinations that are specific referrals from intelligence and investigations, other law enforcement partners, the US as well.

Then we have examinations that are done at our Container Exam Facility in Burnaby...They conduct full destuff examinations.

(At the Container Examination Facility)

"They are excellent at finding things, commodities in cans, in jugs, concealed with commodities, concealed within the container itself as well. That's the final most intrusive examination with regard to cargo."

"The teams we have on the docks examining our containers, we have information on the container and the commodities."

(How many containers are examined?)

"Roughly about 50,000 exams are done each year based on about 1.5 million 20ft equivalent units of import containers coming in. As well, we conduct export exams."

"There is a whole range of exams from less intrusive to more intrusive because at the end of the day, it is the importing community that is going to bear the costs of it.

"We are responsible for seeing what's going on around the docks and some of our most significant seizures have occurred from seeing unusual activity and certainly that leads to further investigations, conduct exams, tailgates, things like that."

"When there is a higher risk target, then we may focus more resources and effort at looking at what's going on. That's the luxury of the mobility of my teams."

"That's where it's such a huge benefit having teams located right down on the terminal property. They can go out and get the info they need to get. They know the people they need to talk to. They can go find out specifically where certainly containers are located on the vessel, where the container is maybe going. That assists any investigation.

That's the responsibility for CBSA employees basically to ensure the safety and security of Canadians.

To keep bad goods, bad people, contraband off the streets, out of schools so that it doesn't affect their families and other families.

"It's also important I think to highlight as well that working relationship not just among the law enforcement partners, but it's also working with industry as well and certainly a key part of that is the work we do out here with Delta Port management teams to work on ensuring that if they have any unusual activities, report those instances to CBSA and we can work with our law enforcement partners to really ensure there's nothing untoward going on their terminal properties."

Delta Port has provided above and beyond.

"Transport Canada oversees all marine security, then it cascades down to the port who is responsible for ensuring that each of the terminal properties has a facility security plan so there are 28 different facility security plans on how they manage it. So that's their bailiwick. That's their responsibility.

If there is an unusual activity or something that's going on, we will ask people if they have their port pass for identification purposes.

There are certain restricted areas. I've got the TSE clearance under Transport Canada to access restricted areas - that would be like electronic control rooms and specific dock apron activities. There are specific requirements to access specific areas.

(About the information CBSA gets)

"24 hours prior to lading in a foreign country, containers are screened through the national targeting centre for national security threats and risks. And then they'll issue a load or do not load issue on the container if it is a national security or terrorist threat which means they can't even put it on the ship.

As the ship is en route to Canada, we get additional information and data and that's used to target for contraband. As well en route, we get information about 96 hours out about the crew and the vessel. So then we can conduct risk assessments on the crew, the vessel, the routings and things like that."

"Once the vessel arrives here in Canada, it may be destined by the National Targeting Centre to go directly to our container exam facility for an actual de-stuff."

It may be directed to have a large-scale image conducted. As well it may just be a tailgate examination.

"Generally we do not de-stuff containers here on the terminal properties. There's no space. It would disrupt a lot of operations, as well as certainly people will be aware of what's going on terminal properties. "

Of the new large-scale imaging machines, he said: "You get a much more detailed and accurate picture."

"It is a tool for us – not unlike any other tool – dependent upon availability of containers. Depending on risk of containers, depending upon number of operators, dependent upon location. It is just a tool."

"The most important tool is the officer."

Hryciuk, Mike

From: Hryciuk, Mike
Sent: June 4, 2015 11:18 AM
To: Lee, ChristinaW
Subject: FW: For MO review and approval: Vancouver Sun interview marine

Much material

From: Wudel, Stefanie
Sent: June 4, 2015 11:16 AM
To: Hryciuk, Mike
Cc: Bourque, Jennifer
Subject: FW: For MO review and approval: Vancouver Sun interview marine

Hi Mike,
Please find the approved questions and answers from the | interview below.
Best,
Stefanie

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From: Deveau, Pierre
Sent: March 5, 2015 1:20 PM
To: Wudel, Stefanie
Cc: PAC, CBSA-Communications; Gioliti, Patrizia; Bailey, Esme; Guibert-Wolff, Line
Subject: FW: For MO review and approval: Vancouver Sun interview marine

Hi Stefanie,
Approved by MO. Let us know how the interview went.

Thanks,
Pierre

From: deLeRue, Jean-Christophe [<mailto:Jean-Christophe.DeLeRue@ps-sp.gc.ca>]
Sent: March 5, 2015 4:18 PM
To: Deveau, Pierre
Cc: Boisvert, Frederik; Johnson, Mark: PS / SP; Communications Issues Management / Communications Gestion des Enjeux (PS/SP); John, Joanne; Tremblay, Amy; CBSA-ASFC-Media Relations
Subject: RE: For MO review and approval: Vancouver Sun interview marine

OK

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 31, 2015 04:26 PM
To: Giolti, Patrizia
Cc: PAC, CBSA-Communications
Subject: RE: - Vancouver Sun

Hello again!

Another thing that just came to mind – mentioned she submitted ATIP request with the CBSA and received "good info about HA and other [criminals] at the port here". I requested the ATIP number but she has not provided it to date. She did provide a list of names to the RCMP as well of criminals who are also working at the ports.

Thank you,
Stefanie

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From: Wudel, Stefanie
Sent: March 31, 2015 2:34 PM
To: Giolti, Patrizia
Cc: PAC, CBSA-Communications
Subject: RE: - Vancouver Sun

Hi Pat,
I have the summary of the interview below, as well as the original MO approved inquiry. TC in the region has contacted us, and we provided them with the media lines for reference.
Thank you,
Stefanie

Here is the Summary:

The Interview and port tour this morning went very well. Chief Mike Hryciuk was the CBSA spokes, and Supt Robert Bell graciously provided transportation for the tour. We were joined at Delta Port by Insp. Mike Carlson from the RCMP. Reporter and the photographer met us at the CBSA offices, where we did a quick tour of the CBSA facility and Chief Hryciuk provided an overview of marine operations in Vancouver. He spoke about the different areas that the CBSA officers work in the marine mode, and spoke about the extensive training that marine officers are equipped with to deal with the variety of demands in this mode.
We then went on a tour of the port area - from where the containers are discharged and ended with a technology display of the HCVM.

Chief Hryciuk spoke about the many agencies/businesses that have a presence on the port, and that we have strong partnerships and shared objectives in keeping the port safe and ensure it is not used for illegal activity. He spoke about the difference between contraband exams vs. regulatory exams, and the different levels of exams (tailgate to de-stuff at CEF) and emphasised that we are always on the lookout for illegal goods. He spoke about different intelligence sources (NTC to on the ground referrals) and how our strong partnership with the RCMP is important in fulfilling our mandate. Chief Hryciuk highlighted the radiation portal program and how that aspect of the operation works, and spoke about the priority of officers in detecting and intercepting narcotics. Insp. Carlson highlighted the RCMP's role and spoke generally about investigations and the RCMP's role in pursuing charges/looking at the big picture of smuggling trends. Kim indicated she will follow up with the RCMP to see if they can cite specific cases in which charges were laid.

The photographer took photos of the HCVM display only.

The tour provided the reporter with insight into CBSA operations, the importance of our partnerships and gave her an overview into the many facets of the marine mode. She indicated that this research will be part of a three part story – including information she has uncovered in her research (connection of longshoremen to criminal groups) to the role of law enforcement agencies in preventing this type of internal conspiracy. She has an interview scheduled with the Port of Metro Vancouver and will be doing a tour of their operations, and will (towards the end of her research) contact Transport Canada and the longshoremen. She indicated she has also spoken with politicians, including a senator.

Here is the complete MO inquiry:

Reporter:

Outlet: Vancouver Sun

Phone:

PROPOSED INTERVIEW DATE: Friday March 6 @ 9:00 am

Location: Delta Port

Marine Ports Interview Request

Issue: Drug smuggling through marine ports

Background: The reporter is doing a series of stories on related to the Port of Vancouver and has approached us with the following request. This reporter typically writes about gangs for her blog with the Vancouver Sun. The RCMP has been approached by the reporter as well, and they will join on the tour to answer questions related to the RCMP's role at the marine ports.

Approach: Chief Mike Hryciuk will provide the reporter with a tour of the facilities, and display some detection tools used in the marine mode. Communications support will be on site. RCMP spokesperson Insp. Mike Carlson will be on site for the tour to answer questions about the RCMP's role. Chief Hryciuk has agreed to the interview on the condition that he is not identified; we have negotiated this with the reporter. Any quotes will be attributed to Director Al Morancy or Executive Director John Dyck.

Visuals:

- Large Scale Imaging equipment:

- o Pallet Vehicle and Container Inspection Systems (VACIS) (To clarify the CBSA has replaced the Mobile VACIS with the HCVM, however, still uses a smaller Pallet VACIS at the Marine Container Examination Facility in Burnaby.)
 - o Heimann Cargo Vision Mobile (HCVM)

- Tour of terminal property

- Photos: The reporter has requested photos. We will negotiate the following: photos may be taken of CBSA operations only and stacks of containers. NO photos of longshoremen or equipment. As this is a highly sensitive area, photos will be strictly controlled.

Questions and Answers:

Q1. Was hoping to get some statistics on CBSA drug and contraband seizures with any port connection over the last 5 years.

A1. Please find below the requested drug and contraband seizure statistics in the marine mode for 2010-2014.

Q2: What is the Agency's role in policing the ports areas in the region? Where does the CSBA have a presence in the Marine mode? What is the day-to-day duties of marine officers? What tools are available? How often do you intercept goods? To what extent does intelligence play a role in your operations? How many containers do you examine?

A2.

Key Messages:

- The Canada Border Services Agency (CBSA) is responsible for border enforcement at designated air, land and marine ports of entry throughout Canada.
- The CBSA ensures the security and prosperity of Canada by managing the access of people and goods to and from Canada. Keeping Canada's border open to travel and trade but closed to crime requires the Canada Border Services Agency to manage border operations effectively.
- The CBSA takes its border protection responsibilities very seriously, including stopping illegal drugs from entering Canada.
- The CBSA risk assesses 100% of all marine containers in order to identify potentially high risk shipments. In addition, marine containers are also subject to sophisticated radiation portals immediately after being discharged from vessels allowing the CBSA to search for illicit traces of radiation and possible security threats.
- The CBSA routinely conducts comprehensive risk assessments and targeting, deploys state-of-the-art technology and experienced front-line officers while continually working with its partners in border security.
- Marine Security policy and regulatory development is led by Transport Canada. This responsibility is a collective effort, involving many partners including Transport Canada, the CBSA, the Royal Canadian Mounted Police (RCMP) and the police of local jurisdiction.
- CBSA is committed to working together with its partners to protect security at marine ports.
- The CBSA is an active partner in a number of joint force initiatives that support security at marine ports including: Integrated Border Enforcement Teams (IBETs); Marine Security Operations Centres (MSOCs); and National Port Enforcement Teams (NPETs).

Marine Enforcement Teams (MET):

The CBSA's Marine Enforcement Teams (MET) work at numerous reporting sites where both commercial and private vessels arrive and depart daily. Every vessel that arrives is required to report to the CBSA. Many of these reporting sites are currently under the jurisdiction of the Port of Metro Vancouver. In the lower mainland this includes: Delta Port, Port of Vancouver anchorages, ports and marinas; Vancouver's inner Harbour and Burrard Inlet, various arms of the Fraser River, Squamish, and many other private and public facilities along our coastline.

Although the CBSA has facilities in various locations for marine, our mobility is extremely important both by land and water to access the unique environments our officers operate in on a daily basis.

CBSA's border services officers screen all goods, people and conveyances to ensure the security and prosperity of Canada, and examine more closely those that may pose a threat. Officers are trained in various techniques and look for a number of risk-based indicators when deciding to refer goods for further examination. In general terms we examine information about the goods themselves, the points of origin and transshipment, the importer and exporter, and intelligence data in making decisions about the type of search we undertake.

In the marine mode, this includes diverse inspections, including private vessels, the tug boat industry, fish boats and large commercial vessels, their cargo (bulk and containerized), crew and passengers arrive into Canada.

The CBSA collaborates with the RCMP and our law enforcement partners around the world to combat the trafficking of illegal drugs and to ensure the protection and safety of all Canadians. Questions regarding smuggling investigations are best addressed by the RCMP.

Intelligence

Our officers are trained to detect all types of contraband, including illegal drugs. Part of our training and expertise also means sharing intelligence with our domestic and international law enforcement partners. Our strategy involves screening goods at several points along the travel continuum: at the earliest opportunity overseas, in transit, and upon arrival at the Canadian border.

Overseas:

Under the Advanced Commercial Information Program, the CBSA requires marine carriers to electronically transmit marine cargo data to the Agency 24 hours prior to the loading of cargo at a foreign port. This requirement allows the CBSA to effectively identify threats to Canada's health, safety, and security and take actions prior to cargo and conveyances leaving foreign ports.

In transit:

CBSA targeters perform an intensive review of import and shipping information and utilize various databases and intelligence to identify high-risk vessels and/or containers for examination, before the ship arrives in Canada. Our focus is on getting the right information at the right time, in order to know when, where and how to target our enforcement efforts. CBSA targeters are one of our greatest assets, endeavoring to stay continually updated on the latest trends and threats. In addition, the CBSA's targeting system, TITAN, allows risk assessments of imported goods.

Upon arrival:

In addition to officer experience and knowledge, CBSA uses a variety of tools to enhance its examinations. These tools include Vehicle and Container Inspection Systems (VACIS), which use gamma ray radiation and Heimann Cargo Vision Mobile (HCVM), which uses a linear accelerator to produce the radiation which then produces the image as well as x-ray tools.

Detection Tools

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats. The CBSA also utilizes Remote Operated Vehicles (ROV) for under-vessel examination in marine operations."

What would tip off an officer to inspect a container?

All persons, goods and conveyances entering Canada must present to the CBSA and may be subject to a more in-depth exam. This is a normal part of the cross-border process.

A multiplicity of indicators are taken into consideration when making the determination to refer a container, package or traveller for a more in-depth examination. Officers will consider many factors, including country of origin, destination, information on the declaration, and previous enforcement action against the importer or exporter.

CBSA officers use a risk-management approach to facilitate legitimate travel and trade while focusing on higher or unknown risks. Protecting the safety and security of Canadians is a priority for the CBSA. Our officers are trained in examination and investigative techniques; they use proven indicators, advance information, innovative technology and information sharing to carry out their mandate.

The CBSA is responsible for administering and enforcing over 90 Acts of Parliament and takes this responsibility seriously.

Here is what we can tell you about the examination process in the marine mode:

Representatives of shipping lines provide the CBSA with cargo information before containers arrive. CBSA officers review this information using a number of computerized information systems. They then apply their experience in targeting and analysis to determine whether a container should be examined for contraband. The CBSA also conducts examinations to ensure compliance with Canada's food, plant and animal regulations, including wood packaging and soil contamination.

If there are no concerns, the container will be released.

If a shipment is considered high-risk, the CBSA will contact the port and request the container be presented for examination.

The CBSA risk assesses 100% of all marine containers in order to identify potentially high-risk shipments. High-risk shipments suspected of national security, contraband or health and safety concerns are referred for further examination, which could include large-scale imaging (LSI), dockside (pier) and/or full off-load examinations. The CBSA uses a multitude of different detection tools to examine goods. LSI examinations involve the use of vehicles equipped with x-ray or gamma ray imaging technology to detect anomalies contained within marine containers. Dockside (Pier) examinations are conducted to verify the contents of specific marine containers and may lead to more in-depth examinations at a Container Examination Facility (CEF). In addition, marine containers are screened for radiation immediately after being discharged from vessels allowing the CBSA to detect elevated levels of radiation and possible security threats.

Once all concerns have been mitigated, the CBSA will release the container.

If officers discover contraband or other inadmissible goods, the container will be seized.

Regarding Exports:

Most goods being exported from Canada must be reported, to ensure that exporters and carriers comply with national policies, processes, procedures, regulations and legislation related to exporting commercial goods. Additionally, the CBSA helps maintain Canada's trade reputation by ensuring that exports comply with international agreements and conventions signed by Canada.

Whether reviewing a container is being imported or exported, a multiplicity of indicators may point to inconsistencies with a container and alert a CBSA officer to take a closer look. Officers will examine inconsistencies with the declaration, the value, the weight, and whether there has been previous enforcement action against the importer or exporter.

Internal conspiracy

Questions regarding internal conspiracy are best addressed by the RCMP.

Partnerships

The CBSA regularly shares relevant information on border and national security issues with its key domestic partners, including the RCMP.

The Agency is responsible for providing integrated border services that support national security and public safety priorities and facilitate the free flow of persons and goods. The CBSA contributes to cross-border security and cooperation through its participation in partnerships such as the Integrated Border Enforcement Teams and Border Enforcement Security Taskforce teams. Drawing on the expertise of and participation of partners, which include the RCMP, the CBSA, U.S. Customs and Border Protection/Office of Border Patrol, U.S. Homeland Security Investigations and

U.S. Coast Guard, these multi-agency teams detect, investigate and disrupt threats to national security while deterring organized criminal activity.

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From: PAC, CBSA-Communications
Sent: March 31, 2015 2:22 PM
To: Wudel, Stefanie; Manzoor, Shakila; Barcham, Robin
Subject: FW: - Vancouver Sun

From: Bourque, Jennifer
Sent: March-31-15 02:21:53 PM (UTC-08:00) Pacific Time (US & Canada)
To: Giolti, Patrizia
Cc: PAC, CBSA-Communications; CBSA-ASFC-Media Relations
Subject: RE: - Vancouver Sun

Yes we can supply you with the media lines and the summary of the interview.
Please stand by

From: Giolti, Patrizia
Sent: March 31, 2015 2:18 PM
To: Bourque, Jennifer
Cc: PAC, CBSA-Communications; CBSA-ASFC-Media Relations
Subject: Fw: - Vancouver Sun

Hi Jennifer - I know we did recent work with KB on port security. I don't have access on bb, can you pull up, collate and share - soon? Tks

Sent from my BlackBerry handheld.
Envoyé à partir de mon BlackBerry.

From: CBSA-ASFC-Media Relations
Sent: Tuesday, March 31, 2015 05:16 PM
To: Giolti, Patrizia; Bailey, Esme; Cyr-Delfino, Denise; Jarrette, Amy; Genier, Anne; Deveau, Pierre; Guibert-Wolff, Line; Atkin, Wendy; Chaudhari, Moby
Subject: FW: - Vancouver Sun

From: Swift, Andrew
Sent: March-31-15 05:16:35 PM (UTC-05:00) Eastern Time (US & Canada)
To: CBSA-ASFC-Media Relations; Gagnon, Julie; Cox, Greg
Cc: Filippis, Lisa: PS / SP; Duval, Jean Paul: PS / SP
Subject: - Vancouver Sun

CBSA & RCMP colleagues,

Can you advise what information/interviews (if any) that have been provided by your respective organizations to the above reporter in recent months on issues relating to port security?

Calls may have been to your respective Pacific regional office/division. I've been requested to pull together what has been provided so far, to get a better picture of the full scope of a potential story.

Feel free to call me if you have further questions.

Thanks,
Andrew

Andrew Swift

Director, Public Affairs | Directeur, Affaires publiques
Communications Directorate | Direction générale des communications
Public Safety Canada | Sécurité publique Canada
Telephone | Téléphone : 613-991-3549
Fax | Télécopieur : 613-954-2000
Email | Courriel : Andrew.Swift@ps-sp.gc.ca

Wudel, Stefanie

From: Wudel, Stefanie
Sent: March 5, 2015 09:27 AM
To: Sidhu, Sonia; Bourque, Jennifer
Cc: Linde, John
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

I will be the "spokesperson" for this if the reporter needs to attribute content to anyone. I just left a message with the RCMP to double check, but they have not raised any concern with attribution on their end.

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From: Sidhu, Sonia
Sent: March 5, 2015 9:23 AM
To: Wudel, Stefanie; Bourque, Jennifer
Cc: Linde, John
Subject: FW: URGENT for your approval please: Vancouver Sun interview marine

Question for you, will the RCMP member be identified in the article? If he is and Mike isn't that may be odd.

From: Hryciuk, Mike
Sent: March 5, 2015 9:04 AM
To: Wudel, Stefanie; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: RE: URGENT for your approval please: Vancouver Sun interview marine

Works for me.

From: Wudel, Stefanie
Sent: March 5, 2015 8:29 AM
To: Hryciuk, Mike; Chayeski, Joseph; Linde, John; Sidhu, Sonia
Cc: Bourque, Jennifer
Subject: URGENT for your approval please: Vancouver Sun interview marine
Importance: High

Hi everyone,

Please find the revised interview request below. I have highlighted the new content.

We would like to confirm the interview as soon as possible, so I appreciate your quick response.

Wudel, Stefanie

From: Wudel, Stefanie
Sent: April 21, 2015 03:33 PM
To: Bourque, Jennifer
Subject: RE: BC article
Attachments: FW: For MO review and approval; Vancouver Sun interview marine

Hi Jennifer,

We accommodated an interview, and anticipate a CBSA mention. Prior to agreeing to the interview, we liaised with the RCMP, who had been in touch with Transport.

We decided to do a joint CBSA port tour and RCMP interview to speak only about our role at the port. The interview took place on March 7th (MO approved request attached).

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From: Bourque, Jennifer
Sent: April 21, 2015 3:28 PM
To: Wudel, Stefanie
Subject: FW: BC article

From: Gray, Yvette-Monique
Sent: April 21, 2015 2:39 PM
To: Kennedy, Gerry; Sanderson, Jana; Clarke, Laura; Morancy, Al; Hryciuk, Mike; Bourque, Jennifer
Cc: Low, Trea; Pragnell, Maryann
Subject: Fw: BC article

Colleagues,

See message below about article to come out on Port Metro Vancouver and criminal influence at the port.

Does anyone have a contact from Transport Canada or PMV that knows what this angle might be for this upcoming article and if CBSA will be mentioned?

Yvette

Sent from my BlackBerry handheld.

Wudel, Stefanie

From: Stanford, Ben <Ben.Stanford@tc.gc.ca>
Sent: April 2, 2015 03:22 PM
To: Wudel, Stefanie
Cc: Bourque, Jennifer
Subject: RE: Vancouver Sun interview marine

Hi Stefanie and Jennifer,

Any chance CBSA taped the interview with

If so, would you mind sharing?

Thanks

B

From: Stanford, Ben
Sent: Tuesday, March 31, 2015 2:31 PM
To: 'Wudel, Stefanie'
Cc: Bourque, Jennifer
Subject: RE: Vancouver Sun interview marine

Thanks Stefanie

Ben

Ben Stanford

Senior Communications Advisor | Conseiller principal en communication
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From: Wudel, Stefanie [<mailto:Stefanie.Wudel@cbsa-asfc.gc.ca>]
Sent: Tuesday, March 31, 2015 2:28 PM
To: Stanford, Ben
Cc: Bourque, Jennifer
Subject: Vancouver Sun interview marine

Hi Ben,

Here is the original inquiry. As I mentioned, we provided a tour of the facilities with the RCMP, and spoke to CBSA marine ops.

Please let me know if you have other questions.

Thank you,